

AUTOMOTIVE INDUSTRIES

LAND AIR WATER

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Number 9

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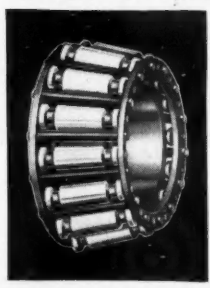
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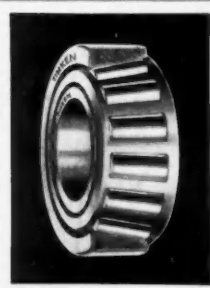
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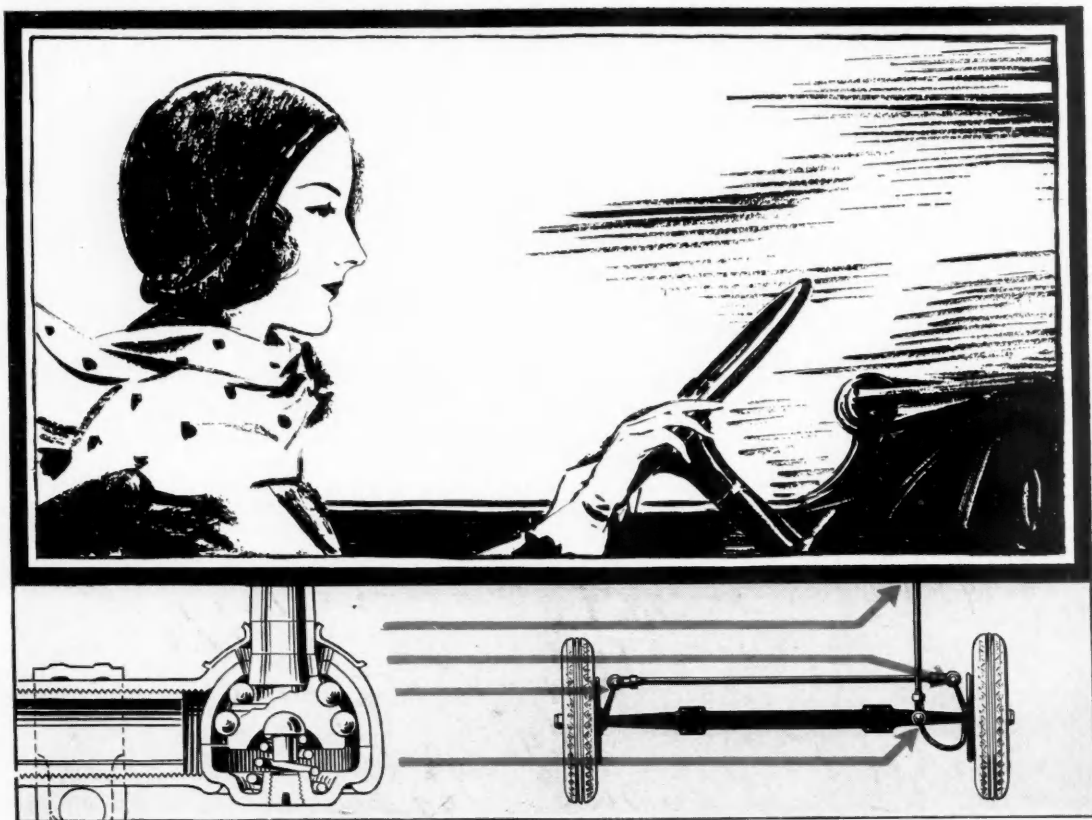
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ROLLER BEARINGS

1931





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AUTOMOTIVE INDUSTRIES

THE AUTOMOBILE

Vol. 64

Reg. U. S. Pat. Off.
Established 1902

No. 9

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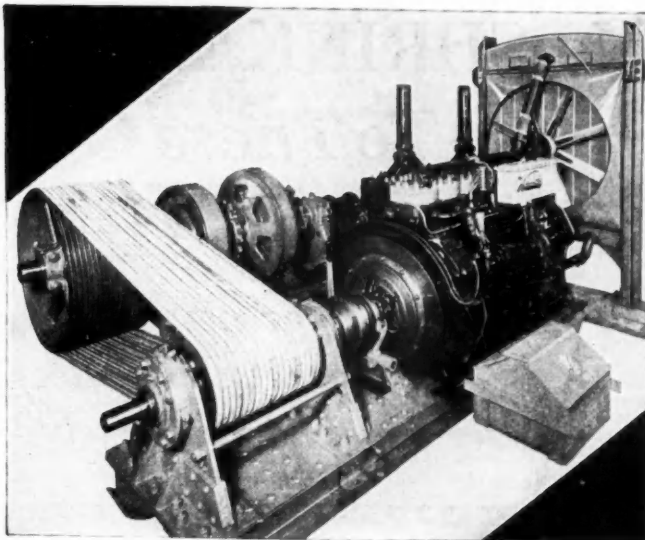
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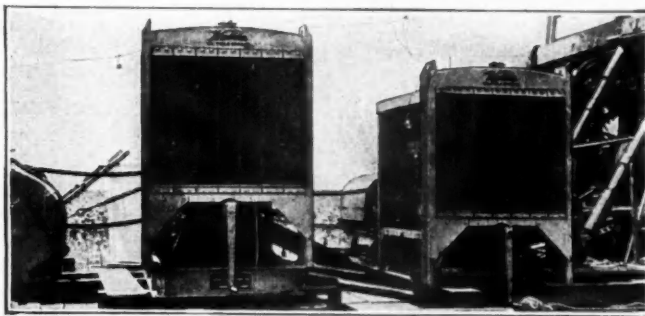
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Automotive Industries

AUTOMOTIVE INDUSTRIES



STATISTICAL ISSUE-1931

VOLUME 64

FEBRUARY 28, 1931

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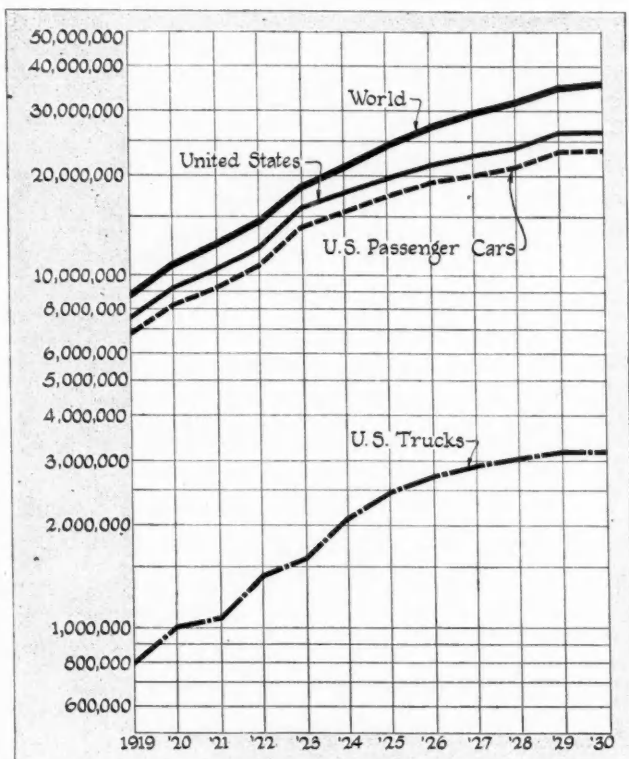
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WORLD REGISTRATIONS

World Motor Vehicle Registrations



Growth of Registrations Outside of U. S.

1925	3,643,272
1926	4,608,331
1927	5,461,010
1928	6,384,653
1929	7,435,372
1930	9,065,439

Summary of World Registrations of Motor Vehicles

	Total Cars, Trucks & Buses	*Cars	*Trucks	*Buses	Motorcycles
Americas (except U.S.)	2,065,134	1,680,564	366,235	18,335	21,613
Africa	349,102	279,582†	66,887†	2,633†	65,801†
Asia	551,467	394,976	143,741	12,750†	82,229†
Europe	5,268,522	3,774,161†	1,343,760†	150,601†	2,430,378†
Oceania	831,214	661,934†	165,861†	3,419†	133,126
United States‡	26,746,184	23,251,050	3,413,725	81,409	111,784
Total	35,811,623	30,042,267	5,500,209	269,147	2,844,931

* Where segregated.

† Not complete for all sections.

‡ Automotive Industries—all others El Automovil Americano and The American Automobile (Overseas Edition).

OF MOTOR VEHICLES

U. S. Motor Vehicle Registrations by States

(As of Jan. 1, 1931 and 1930)

State	Passenger Cars		Trucks		Buses		Total Motor Vehicles		Per Cent Change 1930 Over 1929	Persons per Motor Vehicle*	Motorcycles	
	1930	1929	1930	1929	1930	1929	1930	1929			1930	1929
Ala.	238,105	246,640	37,957	38,500	1,065	1,251	277,127	286,391	-3.1	9.5	663	704
Ariz.	98,147	110,743	13,278	12,583	198		111,623	123,326	-9.5	3.9	390	396
Ark.	193,000	193,400	38,000	39,732	300	310	231,300	233,442	-0.9	8.0	400	417
Calif.	1,974,429	1,899,314	\$99,387	\$89,033			2,073,816	1,988,347	+4.3	2.7	10,316	9,696
Colo.	276,847	273,950	31,662	28,501	†	1,028	308,509	303,479	+1.7	3.3	1,059	1,142
Conn.	297,781	281,800	49,074	50,200	635	880	347,490	332,880	+4.4	4.6	2,858	2,900
Del.	45,533	44,728	10,523	9,775			56,056	54,503	+2.8	4.2	295	308
D. C.	154,238	157,639	18,796	17,302	400	400	173,434	175,341	-1.1	2.8	918	1,009
Fla.	277,210	284,383	52,596	56,094		1,881	329,806	342,358	-3.7	4.4	1,262	1,309
Ga.	294,461	310,362	46,716	48,166	†		341,177	358,528	-4.8	8.5	1,110	1,141
Idaho	104,600	104,639	15,712	13,772	134		120,446	118,411	+1.7	3.7	370	370
Ill.	1,429,146	1,410,913	209,114	204,175	‡		1,638,260	1,615,088	+1.4	4.6	6,245	6,055
Ind.	746,354	755,161	128,087	127,641	1,012	1,062	875,453	883,864	-1.0	3.7	2,862	2,983
Iowa	709,985	715,466	72,190	68,402	‡		782,175	783,868	-0.2	3.1	1,789	1,665
Kan.	511,384	507,529	83,139	73,694	‡		594,523	581,223	+2.3	3.1	1,275	1,178
Ky.	294,178	296,041	35,841	34,201	645		330,664	330,242	none	7.9	681	746
La.	235,000	234,565	47,000	46,303			282,000	280,868	+0.4	7.4	600	600
Me.	147,791	148,870	33,451	31,535	106	111	181,348	180,516	+1.2	4.3	1,380	1,362
Md.	283,120	276,140	37,460	38,839	600	600	321,180	315,579	+1.8	5.1	1,941	1,986
Mass.	745,064	729,284	103,608	98,133	3,450	1,730	852,122	829,147	+2.8	4.9	4,677	5,370
Mich.	1,161,051	1,220,848	167,158	176,824			1,328,209	1,397,672	-5.0	3.6	3,530	3,988
Minn.	618,661	620,342	108,063	99,696	298	361	727,022	720,399	+0.9	3.5	1,870	1,900
Miss.	225,000	224,000	32,000	31,000			257,000	255,000	+1.1	7.8	100	100
Mo.	671,920	669,320	91,455	84,756	‡		763,375	754,076	+1.2	4.7	1,751	1,875
Mont.	111,089	115,260	25,657	25,092	150		136,896	140,352	-2.5	3.9	261	233
Neb.	367,410	373,086	58,642	41,286	177	227	426,229	414,599	+2.8	3.2	900	950
Nev.	23,388	25,219	6,257	6,604			29,645	31,823	-6.8	3.1	74	96
N. H.	93,155	89,975	18,398	19,025	†		111,553	109,000	+2.3	4.1	1,132	1,270
N. J.	711,527	688,334	133,499	133,774	5,389	5,342	850,415	827,450	+2.8	4.7	5,998	6,543
N. M.	74,900	75,000	15,000	2,750	800		90,700	77,750	+16.7	4.6	300	180
N. Y.	1,920,255	1,878,300	347,054	345,500	49,515	54,400	2,316,824	2,278,200	+1.7	5.4	13,557	14,914
N. C.	412,042	447,055	62,049	56,535	210		474,301	503,590	-5.8	6.7	1,200	1,262
N. D.	155,383	162,092	27,636	25,954			183,019	188,046	-2.7	3.7	235	230
Ohio	1,585,423	1,538,000	213,243	200,000			1,798,666	1,738,000	+3.5	3.7	7,381	7,527
Okla.	490,947	514,729	59,384	60,390	†	256	550,331	575,375	-4.3	4.3	1,226	1,337
Ore.	233,787	247,577	23,387	24,656	973	1,037	258,147	273,270	-5.5	3.6	1,397	1,796
Pa.	1,528,721	1,524,799	236,171	241,442	8,326	8,682	1,773,218	1,774,923	-0.1	5.4	13,223	13,670
R. I.	115,176	112,496	20,132	20,489	559	1,861	135,867	134,846	+0.8	5.0	882	1,024
S. C.	195,210	205,683	26,261	25,591	195		221,666	231,274	-4.2	7.8	559	451
S. D.	180,000	181,419	24,306	22,780	‡		204,306	204,199	none	8.5	250	207
Tenn.	332,417	324,000	37,871	32,300	2,255	2,100	372,543	358,400	+3.9	7.0	1,242	1,150
Tex.	1,152,904	1,160,869	205,041	182,438	1,598	4,281	1,359,543	1,347,588	+0.9	4.3	3,948	4,016
Utah	93,628	97,200	17,369	17,500	‡		110,997	114,700	-3.3	4.5	488	535
Vt.	78,260	84,321	8,226	8,559	138	150	86,624	93,030	-6.9	4.1	524	487
Va.	319,061	328,947	62,537	61,093	335	618	381,933	390,658	-2.2	6.3	1,929	1,994
Wash.	388,719	385,033	63,188	62,421	604	826	452,511	448,280	+0.9	3.4	2,172	2,593
W. Va.	225,101	229,011	40,232	38,618	799	704	266,132	268,333	-0.8	6.5	1,453	1,517
Wis.	677,963	689,133	109,996	105,253	543	557	788,502	794,943	-0.8	3.7	2,990	2,851
Wyo.	51,579	51,880	9,922	8,800			61,501	60,680	+1.4	3.6	121	92
Totals	23,251,050	23,245,495	3,413,725	3,287,707	81,409	90,655	26,746,184	26,623,857	+0.46	4.5	111,784	116,125

*Based on Government Census taken April, 1930.

†Buses included with passenger cars.

‡Buses included with trucks.

§Includes only trucks weighing over 3000 lb.

¶Change in fiscal year from Jan. 1 to July 1.

‡Includes taxi.

§Figures for fiscal year ending Oct. 31, 1930.



WORLD REGISTRATIONS

U. S. Motor Vehicle Registrations, 1919 to 1930

	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930
Ala.	58,898	74,637	82,343	90,052	126,642	157,262	194,580	225,651	243,539	255,850	286,391	277,127
Ariz.	28,979	34,559	35,049	38,034	48,741	57,828	68,029	73,574	74,527	91,800	123,326	111,623
Ark.	49,450	59,082	67,446	86,425	111,946	141,983	183,764	209,419	206,568	214,960	233,442	231,300
Calif.	477,450	568,892	673,830	861,805	1,100,283	1,321,480	1,439,463	1,600,475	1,699,955	1,727,024	1,988,347	2,073,816
Colo.	104,865	127,549	145,739	162,328	189,356	213,247	240,097	252,787	268,026	245,260	303,479	308,509
Conn.	109,651	119,134	137,526	154,675	177,931	214,318	248,474	260,911	282,892	315,234	332,880	347,490
Del.	16,152	18,300	21,413	24,560	29,977	35,136	40,681	44,418	46,707	51,210	54,503	56,056
D. C.	35,400	39,712	61,745	85,425	103,171	80,720	93,612	129,792	126,136	150,915	175,311	173,434
Fla.	55,400	73,914	97,837	115,591	160,000	194,196	260,720	416,930	391,168	358,063	342,358	329,806
Ga.	127,326	144,422	131,942	145,584	173,794	209,300	244,871	274,037	296,567	318,130	358,528	341,177
Idaho	42,220	50,873	51,264	53,874	62,379	69,225	81,484	95,861	103,000	108,931	118,411	120,446
Ill.	478,438	568,759	670,434	786,190	969,331	1,123,724	1,263,177	1,370,503	1,438,985	1,504,359	1,615,088	1,638,260
Ind.	277,255	332,707	400,342	469,939	553,342	650,219	725,410	772,215	813,496	843,092	883,864	875,453
Iowa	363,857	437,300	460,528	500,148	576,398	620,906	657,567	689,036	706,829	736,666	783,868	782,175
Kan.	227,752	265,396	291,309	327,194	375,594	410,891	457,033	491,276	501,901	536,262	581,223	594,523
Ky.	90,641	112,685	126,371	154,021	198,347	231,784	260,754	278,337	255,099	305,291	330,242	330,664
La.	51,000	66,000	80,500	102,284	138,500	178,000	207,000	239,500	255,000	277,000	280,863	282,000
Me.	53,425	62,907	77,527	92,539	108,609	127,178	140,134	150,916	164,250	166,621	180,516	181,348
Md.	95,634	116,341	140,572	165,624	209,938	195,511	230,684	249,056	284,267	234,849	315,579	321,180
Mass.	247,183	304,631	360,732	385,231	566,150	572,315	654,338	689,593	696,107	757,720	829,147	852,122
Mich.	325,813	412,717	477,037	578,980	730,658	868,587	990,709	1,118,785	1,156,344	1,248,080	1,397,672	1,328,209
Minn.	259,743	309,569	328,700	380,557	448,187	502,987	569,694	624,478	640,102	668,155	720,399	727,022
Miss.	45,030	63,484	65,139	77,001	104,400	134,547	177,262	210,500	227,103	235,826	255,000	257,000
Mo.	244,363	296,919	346,437	392,969	476,373	544,635	602,900	651,350	678,564	714,437	754,076	763,375
Mont.	59,325	60,646	58,785	62,649	73,828	79,695	94,656	103,946	112,756	127,442	140,352	136,896
Neb.	192,000	223,000	238,704	256,654	286,053	308,713	338,718	367,838	373,912	375,972	414,599	426,229
Nev.	9,305	10,464	10,819	12,647	15,700	18,387	21,185	24,014	25,851	27,134	31,823	29,645
N. H.	31,625	34,680	42,039	48,293	59,571	71,929	81,250	89,001	96,000	102,750	109,000	111,553
N. J.	190,873	227,737	272,994	341,626	430,953	504,190	579,886	650,891	712,402	754,841	827,450	850,415
N. M.	18,077	22,109	24,703	25,473	31,737	41,750	49,101	54,341	60,000	67,643	77,750	90,700
N. Y.	571,662	669,290	812,031	1,002,293	1,214,642	1,412,879	1,613,141	1,815,437	1,900,866	2,093,792	2,278,200	2,316,824
N. C.	109,017	140,860	148,684	182,550	247,612	305,756	351,767	385,763	422,544	486,000	503,590	474,301
N. D.	82,885	90,840	92,644	99,052	109,244	117,061	144,956	157,822	160,696	173,944	188,046	183,019
Ohio	511,031	615,397	720,632	859,504	1,068,700	1,244,000	1,305,000	1,510,000	1,570,418	1,662,000	1,738,000	1,798,666
Okla.	144,500	204,300	221,300	249,659	307,000	342,982	438,000	510,000	644,450	585,346	575,375	550,331
Oregon	83,332	103,790	118,325	134,299	166,412	192,629	216,324	234,134	246,623	254,415	273,270	258,147
Pa.	482,117	570,164	689,589	829,737	1,064,624	1,228,586	1,317,053	1,463,261	1,568,617	1,642,866	1,774,923	1,773,218
R. I.	44,833	50,375	54,957	66,466	85,480	90,652	102,476	109,145	119,335	126,918	134,846	135,867
S. C.	70,143	93,843	90,546	95,978	128,656	163,382	170,658	180,967	199,794	216,964	231,274	221,666
S. D.	104,628	120,395	119,274	125,238	131,720	142,280	168,118	168,230	170,592	191,900	204,199	204,306
Tenn.	80,422	101,852	117,025	135,716	173,365	204,680	248,021	279,639	295,530	325,406	358,400	372,543
Texas	331,310	427,693	467,616	526,238	688,899	834,040	968,406	1,047,202	1,110,986	1,213,224	1,347,588	1,359,543
Utah	35,236	42,578	47,523	49,156	66,025	69,227	72,490	81,633	78,976	98,541	114,700	110,997
Vt.	26,807	31,625	36,965	43,881	52,776	61,179	69,576	73,871	79,510	86,231	93,030	86,624
Va.	94,120	134,000	141,000	169,000	219,092	261,643	281,100	320,367	335,275	358,633	390,658	381,933
Wash.	148,775	173,920	185,359	220,957	261,224	294,812	332,442	367,093	389,409	408,156	448,280	452,511
W. Va.	50,203	78,862	93,894	112,763	162,191	190,134	217,069	221,001	241,042	251,419	268,333	266,132
Wis.	236,981	293,298	341,841	388,044	457,271	525,221	596,373	662,328	698,944	743,815	794,943	788,502
Wyo.	21,371	23,926	26,619	30,637	39,831	43,639	47,712	49,633	52,222	56,867	60,680	61,501
Totals.	7,596,503	9,206,141	10,505,630	12,299,770	15,312,658	17,605,495	19,857,915	22,046,957	23,253,882	24,501,004	26,623,857	26,746,184

Revenue from License Fees and Gasoline Tax

	Gas Tax Cents Per Gallon	Gasoline Tax	License Fees (a)		Gas Tax Cents Per Gallon	Gasoline Tax	License Fees (a)
Alabama	4	\$7,063,441	\$3,775,500	New Jersey	2(c)	\$11,003,728	\$15,368,194
Arizona	4	3,011,844	585,240	New Mexico	5	2,500,000	1,380,000
Arkansas	5	6,000,000	4,000,000	New York	2	38,000,000	37,502,089
California	3	39,666,029	9,668,562	North Carolina	5	12,533,454	6,835,743
Colorado	4	6,642,208	1,901,220	North Dakota	3	3,379,744	1,958,662
Connecticut	2	4,432,419	6,477,089	Ohio	4	33,500,000	11,674,460
Delaware	3	1,091,748	1,067,699	Oklahoma	4	8,752,058	6,536,361
District of Columbia	2	1,477,953	181,584	Oregon	4	6,819,958	6,501,399
Florida	6	13,583,097	4,813,293	Pennsylvania	3	33,511,515	32,960,993
Georgia	6	13,406,799	4,477,539	Rhode Island	2	1,776,912	2,277,544
Idaho	5	3,050,507	1,995,343	South Carolina	6	4,887,744	2,734,870
Illinois	3	27,640,605	18,447,247	South Dakota	4	5,149,295	2,957,592
Indiana	4	18,155,631	6,304,956	Tennessee	5	10,806,489	4,745,909
Iowa	3	11,724,784	12,693,621	Texas	4	29,767,312	13,250,669
Kansas	3	10,828,965	5,834,580	Utah	3½	2,100,000	855,662
Kentucky	5	7,780,000	5,393,178	Vermont	4	1,864,701	2,392,152
Louisiana	4(b)	6,850,000	4,600,000	Virginia	5	11,350,573	6,245,963
Maine	4	4,345,705	3,125,228	Washington	3	6,685,056	7,529,576
Maryland	4	7,268,238	3,459,366	West Virginia	4	5,440,689	4,665,270
Massachusetts	2	10,496,437	6,552,362	Wisconsin	2	8,702,116	13,061,324
Michigan	3	23,750,000	21,335,617	Wyoming	4	1,214,500	691,609
Minnesota	3	11,422,959	11,074,654				
Mississippi	5	7,300,000	4,249,650				
Missouri	2	8,750,000	10,195,000				
Montana	5	2,900,000	1,601,926				
Nebraska	4	9,161,561	3,805,049				
Nevada	4	750,000	294,403				
New Hampshire	4	2,538,130	2,290,435				
				Total		\$510,844,904	\$342,256,282

(a) Includes registration fees.

(b) 5-cent tax became effective Nov. 27, 1930.

(c) 3-cent tax became effective Dec. 1, 1930.

OF MOTOR VEHICLES



North and South America

Country	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Alaska	2,600	1,800	800	...	...
Argentina	387,864	306,331	78,383	3,150	3,086
Bahamas	1,015	777	232	6	9
Barbados	1,671	1,350	183	138	116
Bermuda	56	...	...	...	...
Bolivia	3,700	1,000	2,000	700	...
Brazil	159,986	107,095	52,891	...	1,568
British Guiana	1,900	...	...	...	400
British Honduras	207	165	42	...	...
Canada	1,215,071	1,053,632	159,814	1,625	9,369
Chile	40,500	26,500	12,000	2,000	500
Colombia	13,750	8,750	3,750	1,250	280
Costa Rica	1,636	1,166	381	89	97
Cuba	46,204	29,441	14,874	1,889	495
Dominica	36	32	4	...	10
Dominican Repub.	4,260	3,165	1,031	64	65
Dutch Guiana	200	...	...	...	90
Dutch West Indies	2,100	...	...	...	...
Ecuador	2,167	1,243	812	112	49
French Guiana	100	65	35	...	10
Grenada	397	308	40	49	60
Guadeloupe	1,405	1,150	130	125	140
Guatemala	2,379	...	...	...	226
Haiti	2,851	2,244	330	277	29
Honduras	1,131	755	376	...	25
Jamaica	7,571	5,833	1,738	...	572
Martinique	2,290	1,750	460	80	120
Mexico	80,800	59,500	16,500	4,800	675
Newfoundland	3,027	2,506	510	11	97
Nicaragua	1,004	850	150	4	105
Other West Indies	700	...	...	...	25
Panama	8,750	...	...	...	400
Paraguay	2,160	...	...	...	22
Peru	14,155	8,400	5,355	400	300
Porto Rico	13,744	10,501	2,858	385	64
Salvador	2,248	1,829	309	110	85
St. Lucia	175	135	40	...	20
St. Pierre and Miquelon	122	49	73	...	5
Trinidad and Tobago	6,250	4,750	1,500	...	900
United States	26,746,184	23,251,050	3,413,725	81,409	111,784
Uruguay	45,597	37,017	7,509	1,071	839
Venezuela	15,000	...	...	...	750
Virgin Islands	600	475	125	...	10
Total 1930	28,843,473	*24,931,614	*3,778,960	*99,744	*133,397
Total 1930, less United States	2,097,289	*1,680,564	*365,235	*18,335	*21,613
Total 1929	28,664,929	*24,907,926	*3,649,771	*104,832	*136,692
Total 1929, less United States	2,041,072	*1,662,431	*362,064	*14,177	*20,567
Increase	178,544	*23,688	*129,189	*5,848	*3,295
Increase, less United States	56,217	*18,133	*3,171	*4,158	*1,046
Increase, per cent.	0.6%	...	3.5%	-5.6%	-2.4%
Increase, less United States	2.7%	9.1%	8.7%	29.3%	5.6%

* Not complete for all territories.

AFRICA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Algeria	47,050	39,250	6,600	1,200	2,750
Angola	2,500	...	...	...	1,500
Belgian Congo	5,943	2,996	2,947	...	2,253
British East Africa	18,949	11,227	7,722	...	5,037
British West Africa	14,505	8,092	6,413	...	3,124
Egypt	32,627	20,792	4,617	1,218	3,740
Ethiopia	690	590	100	...	50
French West Africa	8,801	3,209	5,592	...	425
Liberia	300	...	...	...	...
Madagascar	2,900	2,100	800	...	1,500
Madeira	865	700	165	...	10
Mauritius	3,300	2,650	650	...	250
Morocco	17,300	12,500	4,800	...	1,200
Nyasaland Protectorate	1,150	650	500	...	1,250
Portuguese East Africa	2,390	1,300	1,090	...	810
Rhodesia	10,550	9,000	1,550	...	2,200
Seychelles Islands	15	...	...	...	...
Somaliland and Eritrea	1,000	400	600	...	150
Southwest Africa	3,750	2,750	1,000	...	...
Spanish Morocco	2,331	1,555	776	...	138
St. Helena	14	...	...	...	...
Sudan	2,176	1,018	1,158	...	...
Tangier	598	358	175	65	2
Tripolitania	938	351	587	...	156
Tunisia	11,600	10,000	1,450	150	*1,500
Union of South Africa	159,689	142,094	17,595	...	37,759
Total 1930	351,931	*279,582	*66,887	*2,633	*65,801
Total 1929	323,496	*259,031	*60,390	*2,261	*60,502
Increase	28,435	*20,551	*6,497	*372	*5,299
Increase, per cent.	8.8	7.9	10.7	16.4	...

* Not complete for all sections.

El Automovil Americano and The American Automobile (Overseas Edition)

ASIA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Arabia	742	504	238	...	...
British Malaya	38,409	31,595	6,814	...	4,345
British North Borneo	100	70	30	...	...
Ceylon	20,670	15,027	2,976	2,667	3,515
China	35,500	23,000	12,500	...	2,500
Cyprus	1,304	848	461	...	...
French Indo-China	20,447	16,616	1,459	2,372	2,321
Hong Kong	2,450	1,783	493	174	478
India	171,000	129,500	41,500	...	27,500
Iraq	2,544	1,871	574	99	...
Japanese Empire	98,500	60,500	38,000	...	25,000
Netherlands East Indies	88,178	67,238	14,402	6,538	13,900
Palestine	2,523	1,829	694	...	300
Persia	8,650	4,500	3,750	400	350
Philippine Islands	33,800	23,200	10,600	...	850
Siam	7,550	4,300	3,250	...	650
Syria	9,600	7,600	2,000	...	200
Turkey	9,500	5,000	4,000	500	320
Total 1930	551,467	394,976	†143,741	*12,750	*82,229
Total 1929	522,419	379,238	†131,956	*11,225	*80,861
Increase	29,048	15,738	†11,785	1,525	1,368
Increase, per cent.	5.5	4.1	8.0	13.6	...

*Not complete for all territories.

†Includes buses in several territories.

EUROPE

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Albania	450	...	...	...	...
Austria	40,400	22,800	17,600	...	50,300
Azores	647	556	39	52	60
Belgium	158,000	103,000	53,500	1,500	51,314
Bulgaria	3,715	2,589	1,126	...	507
Czechoslovakia	74,000	50,000	21,000	3,000	38,000
Danzig Free State	1,952	1,200	700	52	1,050
Denmark	110,324	78,541	30,620	1,163	23,349
Estonia	2,910	1,650	1,100	160	480
Faroe Islands	67	18	32	17	...
Finland	36,050	23,800	10,900	1,350	5,450
France	1,500,387	1,099,380	401,007	...	500,000
Germany	658,686	488,838	157,432	12,416	731,237
Gibraltar	651	507	101	43	47
Great Britain	1,558,032	1,110,930	(a)346,237	†100,865	702,878
Greece	18,500	...	...	...	1,300
Holland	120,700	73,500	43,600	3,600	32,300
Hungary	20,019	13,970	5,342	707	11,400
Iceland	1,226	475	751	...	100
Irish Free State	47,198	38,876	7,558	764	7,039
Italy	269,500	200,000	61,000	8,500	87,500
Latvia	3,915	2,115	1,460	340	1,700
Lithuania	2,344	1,444	519	381	733
Luxembourg	8,313	5,743	2,456	114	2,264
Malta	2,280	1,500	230	550	360
Monaco	1,690	1,490	150	50	250
Northern Ireland	27,728	20,284	6,392	1,052	6,465
Norway	47,438	27,910	17,433	2,095	6,457
Poland	38,700	27,500	7,000	4,200	7,000
Portugal	31,040	21,000	10,040	...	2,500
Rumania	37,000	27,000	7,500	2,500	2,050
Spain	189,650	133,305	56,345	...	37,500
Sweden	151,150	108,650	39,500	3,000	59,000
Switzerland	79,100	63,000	15,800	300	46,500
U. S. S. (Russia)	30,910	12,590	16,490	1,830	9,039
Yugoslavia	12,800	10,000	2,800	...	4,300
Total 1930	5,287,472	*3,774,161	*1,343,760	*150,601	*2,430,378
Total 1929	4,815,050	*3,416,550	*1,226,575	*134,629	*2,158,222
Increase	472,422	*267,611	*117,185	*15,972	*272,156
Increase, per cent.	9.6	7.8	9.6	11.9	...

†Includes taxicabs buses and motor coaches.

*Not complete for all territories.

(a) Includes 38,078 miscellaneous vehicles.

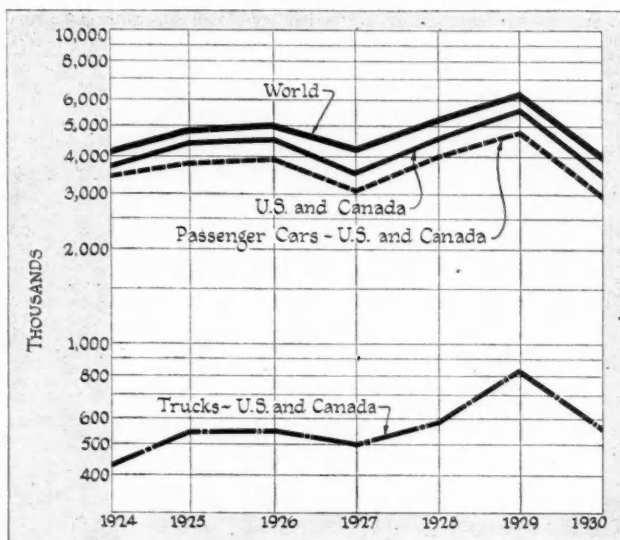
OCEANIA

COUNTRY	Motor Vehicles	Cars	Trucks	Buses	Motor-cycles
Australia	593,510	469,000	122,400	2,110	93,000
Cook Islands	128	72	56	...	31
Fiji Islands	1,288	987	301	...	180
French Oceania	511	451	60	...	40
Hawaii	45,500	36,500	9,000	...	450
New Zealand	189,777	154,674	33,794	1,309	37,411
Other Oceania	500	250	250	...	...
Samoa	446	...	...	...	14
Total 1930	831,660	*661,934	*165,861	*3,419	133,126
Total 1929	802,774	*643,188	*156,085	*3,501	*127,189
Increase	28,886	*18,746	*9,776	...	*5,937
Increase, per cent.	3.6	2.9	6.3	...	...

*Not complete for all territories.

MOTOR VEHICLE

World Production



1930 Production Summary

Passenger Cars—	
United States	2,805,413
Canada	125,442
Commercial Cars—	
United States	540,521
Canada	28,750
Buses, U. S.	9,600
Taxicabs, U. S.	8,936
Motorcycles, U. S.	22,000
Tractors, U. S.	140,000
Tires, U. S.	51,220,822
Aircraft, U. S.—	
Commercial	1,937
Military	747
U. S. Foreign Assemblies	162,117

Motor Vehicle Production—U. S. and Canada

Year	Passenger Cars		Units	Trucks		Cars and Trucks	
	Units*	Value**		Value**	Units	Value**	
1912	356,000	\$335,000,000	22,000	\$43,000,000	378,000	\$378,000,000	
1913	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000	
1914	543,679	413,859,000	25,375	45,098,464	569,054	458,957,843	
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000	
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000	
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449	
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917	
1919	1,657,652	1,461,785,925	275,943	423,326,621	1,933,595	1,885,112,546	
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373	
1921	1,518,061	1,091,752,452	164,304	169,914,098	1,682,365	1,261,666,550	
1922	2,369,089	1,561,740,645	277,140	231,282,063	2,646,229	1,793,022,708	
1923	3,753,945	2,274,554,488	426,505	317,478,940	4,180,450	2,592,033,428	
1924	3,303,646	2,040,706,519	434,140	326,706,496	3,737,786	2,367,413,015	
1925	3,870,744	2,544,528,799	557,056	470,634,763	4,427,800	3,015,163,562	
1926	3,948,843	2,746,064,722	556,818	468,752,769	4,505,661	3,214,817,491	
1927	3,083,360	2,265,633,102	497,020	435,072,641	3,580,380	2,700,705,743	
1928	4,012,158	2,703,753,500	588,983	459,045,380	4,601,141	3,162,798,880	
1929	4,794,898	2,981,141,842	826,811	595,504,039	5,621,709	3,576,645,881	
1930	2,939,791	1,768,000,000	569,271	389,000,000	3,509,062	2,157,000,000	

* Includes Taxicabs.
** Wholesale Value.

PRODUCTION

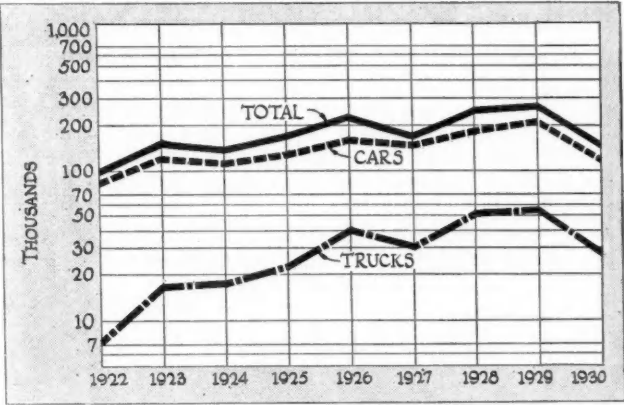
World Car and Truck Production¹

	1930*			1929**			1928**		
	Cars	Trucks	Total	Cars	Trucks	Total	Cars	Trucks	Total
Austria	6,000	3,000	9,000	6,050	3,250	9,300	8,100	3,400	11,500
Belgium .....	.....	.....	7,500	6,500	1,200	7,700	7,600	1,400	9,000
Czechoslovakia	13,000	7,000	20,000	12,900	2,700	15,600	12,600	2,800	15,400
Denmark .....	.....	.....	200	45	75	120	50	150	200
France	181,260	41,119	222,379	110,000	65,000	175,000	.....	.....	200,000
Germany	54,000	12,500	66,500	46,500	24,000	70,500	108,000	42,200	150,200
Great Britain	150,000	50,000	200,000	178,000	54,000	232,000	179,200	53,200	232,200
Hungary	200	100	300	420	250	670	500	400	900
Italy	34,150	9,500	43,650	51,400	16,500	67,900	44,400	2,600	47,000
Poland .....	.....	.....	600	100	570	670	.....	.....	.....
Spain .....	.....	.....	400	150	250	400	300	400	700
Sweden	800	1,600	2,400	650	1,200	1,850	1,300	700	2,000
Switzerland	200	1,100	1,300	175	1,100	1,275	.....	.....	2,100
U.S.S. Russia .....	.....	.....	5,878	.....	.....	2,000	.....	.....	.....
United States and Canada ..	2,939,791	569,271	3,509,062	4,794,898	826,811	5,621,709	4,012,158	588,983	4,601,141
Miscellaneous .....	.....	.....	1,000	.....	.....	.....	.....	.....	.....
World Total	3,379,401	695,190	4,090,169	5,207,788	996,906	6,206,694	4,374,208	696,233	5,272,341

* The American Automobile (Overseas Edition) and El Automovil Americano.
** Automotive Division, Bureau of Foreign and Domestic Commerce.

¹ Where Segregated.

Canadian Production, 1930
Passenger Cars and Trucks



U. S. and Canadian Production
by Quarters

1925	21.2%	29.5%	23.0%	26.3%
1926	25.8%	29.2%	27.4%	17.6%
1927	27.8%	33.7%	24.3%	14.2%
1928	21.8%	28.7%	29.2%	20.3%
1929	27.5%	33.3%	25.9%	13.3%
1930	29.7%	36.0%	21.1%	13.2%

European Production Totals

	Motor Vehicles
1930*	581,107
1929*	650,000
1928*	589,900
1927	578,201
1926	529,343
1925	460,678
1924	334,500

These figures do not include American cars assembled in European plants.

* The American Automobile (Overseas Edition).

PASSENGER CAR PRODUCTION



Passenger Car Production by Retail Price Classes

United States and Canada

With Number of Open and Closed Body Types

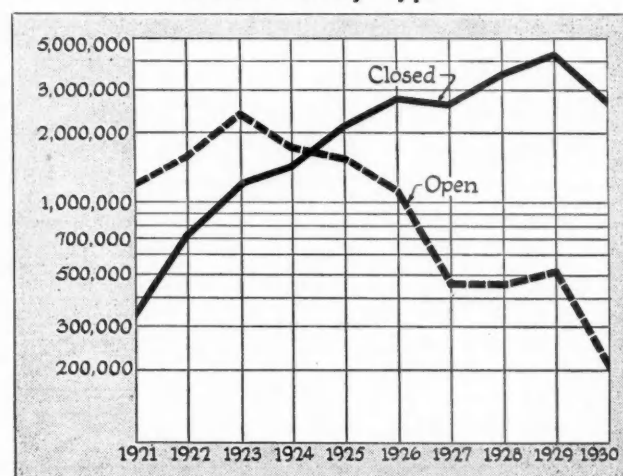
Year	Under \$1,000			\$1,000 to \$2,000			\$2,000 to \$3,000			\$3,000 and Over			Total		
	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed	Total	Open	Closed
1920*	1,131,902	915,709	216,193	626,929	551,648	75,281	81,940	63,913	18,027	64,789	50,340	14,449	1,905,560	1,581,610	323,950
1921	1,047,462	823,843	224,619	353,708	288,372	65,336	81,976	51,809	30,167	34,915	19,552	15,363	1,518,061	1,182,576	335,485
1922	1,753,126	1,322,357	450,769	516,461	312,165	204,296	59,228	11,709	47,519	40,274	8,678	31,596	2,369,089	1,654,909	714,180
1923	3,063,217	2,071,375	991,842	615,647	395,545	220,102	45,086	7,838	37,248	30,031	2,913	27,118	3,753,945	2,477,635	1,276,310
1924	2,435,303	1,545,197	890,106	707,233	318,387	388,846	117,517	14,293	103,224	43,593	5,403	38,190	3,303,646	1,883,280	1,420,366
1925	2,680,228	1,491,766	1,188,462	1,008,224	174,438	833,786	143,599	12,008	131,591	38,693	5,894	32,799	3,870,744	1,684,106	2,186,638
1926	2,783,076	978,760	1,804,316	977,183	109,843	867,340	156,814	12,423	144,391	31,770	4,479	27,291	3,948,843	1,105,505	2,843,338
1927	1,997,203	375,738	1,621,465	913,565	77,073	836,492	140,963	10,075	130,888	31,629	3,352	28,277	3,083,360	466,238	2,617,122
1928	2,920,928	335,387	2,535,547	918,569	62,198	856,371	137,391	10,037	127,354	35,270	2,512	32,758	4,012,158	460,128	3,552,030
1929	3,904,530	477,302	3,425,228	735,175	22,055	713,120	130,870	9,815	121,055	26,323	1,237	25,086	4,794,898	510,409	4,284,489
1930	2,465,407	177,508	2,287,899	383,921	19,912	363,009	66,542	3,515	63,029	24,921	1,969	22,952	2,939,791	202,902	2,736,889

*United States only.

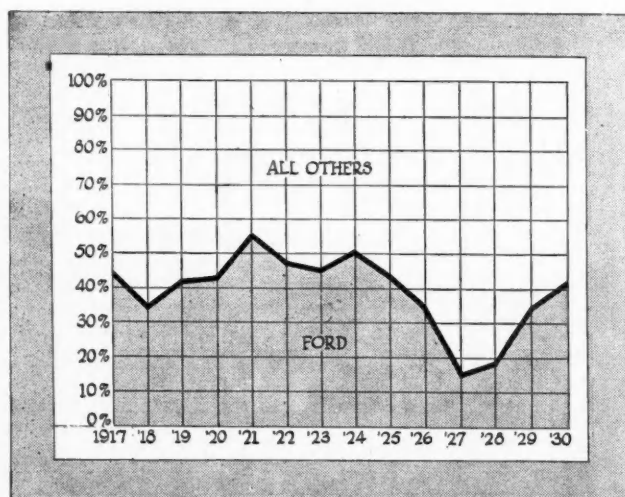
Passenger Car Production by Body Types

	1930	1929	1928
Roadsters	3.7%	7.8%	7.0%
Touring Cars	3.3%	4.6%	7.4%
Coupes	18.0%	17.2%	16.2%
Other Closed Cars	75.0%	70.4%	69.4%

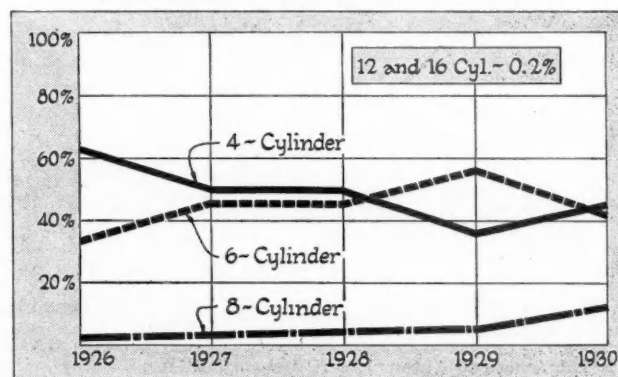
Passenger Car Production by Open and Closed Body Types



Ratio of Ford to Total Passenger Car Production



Division of 1930 Passenger Car Production By Number of Engine Cylinders





TRUCK PRODUCTION

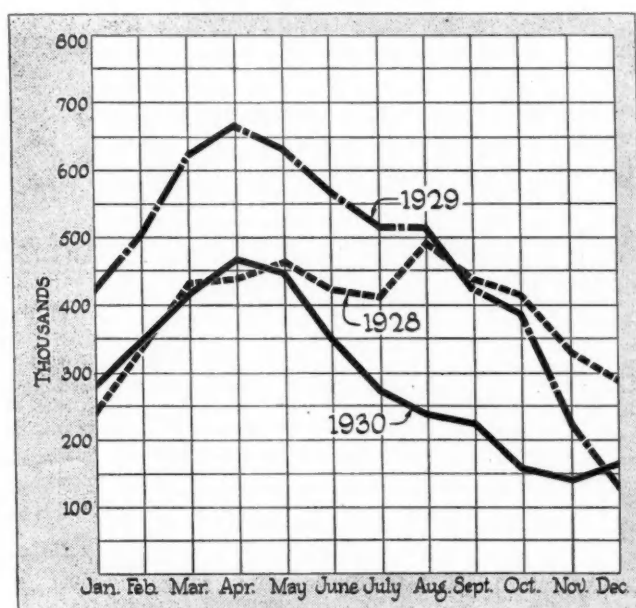
Truck Production by Capacities—United States and Canada

(Based on N.A.C.C. Data)

	1930		1929		1928		1927		1926	
	Number	%	Number	%	Number	%	Number	%	Number	%
¾ ton or less	124,670	21.9	141,853	17.1	95,232	16.2	88,046	17.7	99,286	17.8
1 ton and less than 1½	58,635	10.3	78,786	9.5	313,270	53.2	319,637	64.3	347,167	62.4
1½ ton and less than 2	289,189	50.8	523,691	63.4	112,171	19.0	29,107	5.9	47,000	8.4
2 ton and less than 2½	30,740	5.4	28,416	3.4	30,456	5.2	27,313	5.5	19,993	3.6
2½ ton and less than 3½	42,126	7.4	33,530	4.1	21,813	3.7	16,584	3.3	18,231	3.3
3½ ton and less than 5	10,818	1.9	8,634	1.0	4,746	.8	4,471	.9	5,514	1.0
5 ton	2,277	.4	2,384	.3	2,219	.4	4,128	.8	9,030	1.6
Over 5 ton and special types ..	10,816	1.9	9,508	1.2	9,076	1.5	7,734	1.6	10,597	1.9
Total	569,271	100%	826,811	100%	588,983	100%	497,020	100%	556,818	100%

Monthly Variation of Motor Vehicle Production

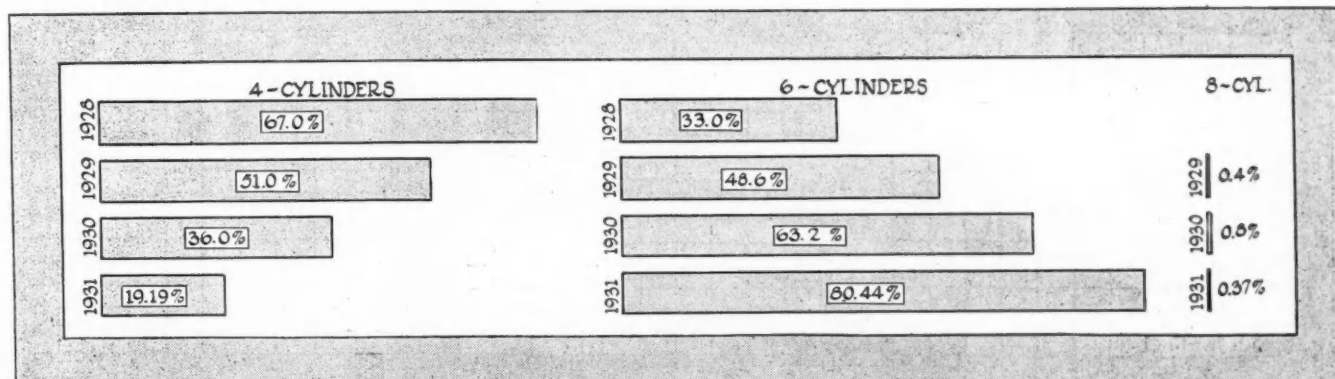
United States and Canada



Per Cent of Truck Manufacturers Using Stock Engines

Year	Use Stock Engines	Use Own Engines
1928	85.0%	15.0%
1929	86.4%	13.6%
1930	82.2%	17.8%
1931	75.4%	24.6%

Truck Engine Types Offered, by Cylinders in Per Cent of Chassis Models Using Each

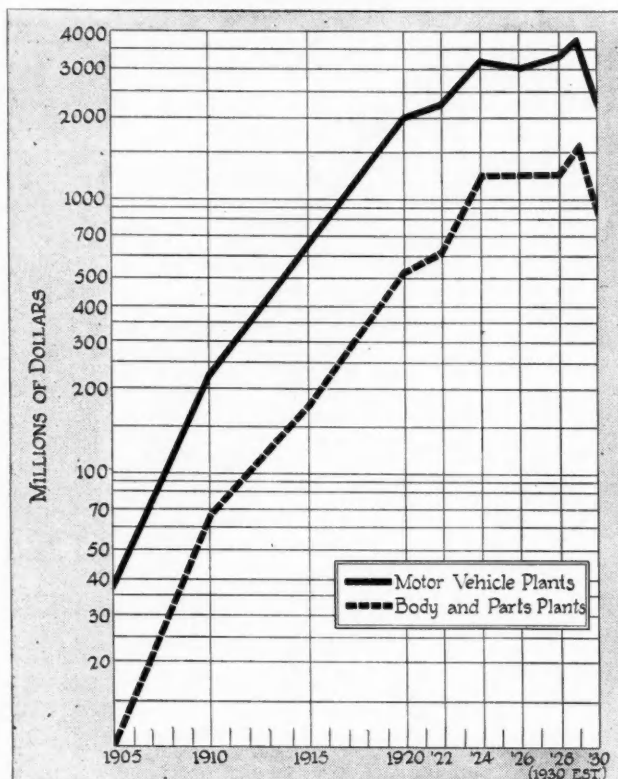




STATISTICS

Gross Value of Products

All Plants Producing Motor Vehicles, Bodies and Parts
Based on 1929 Census of Manufacturers

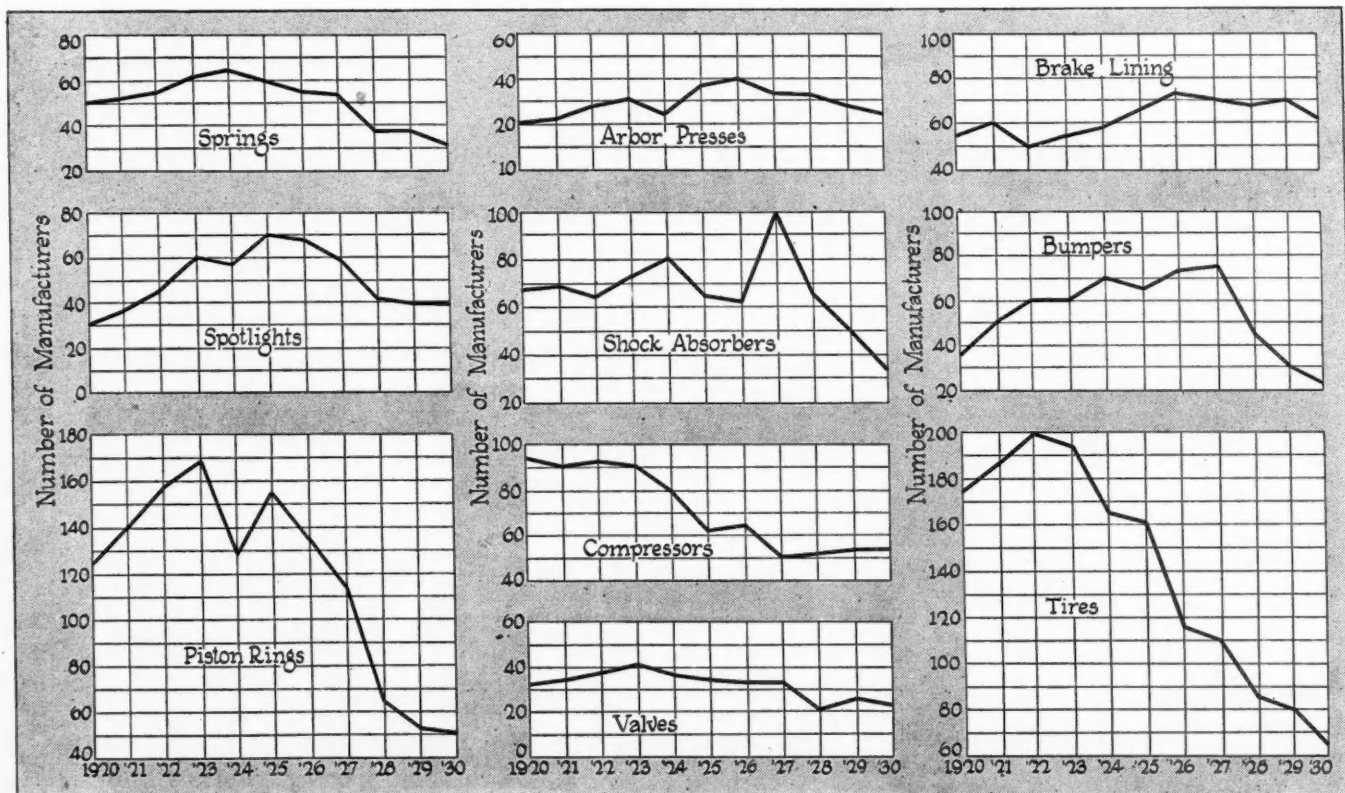


Material Used in the U. S. Automotive Industry, 1930

		Per Cent of Total U. S. Manufacture Used in Automotive Industry*
Aluminum	23,500 tons	
Copper	85,000 tons	14%
Cotton Fabric (in tires)	198,516,000 lb.	
Glass, Plate	34,500,000 sq. ft.	55%
Hardwood Lumber	1,180,000 bd. ft.	15%
Lead	141,100	24%
Rubber, Crude	488,774,000 lb.	82%
Steel (all types)	58,600,000 tons	15%
Steel (alloys)	560,000 tons	64%
Tin	12,000 tons	
Zinc	25,000 tons	

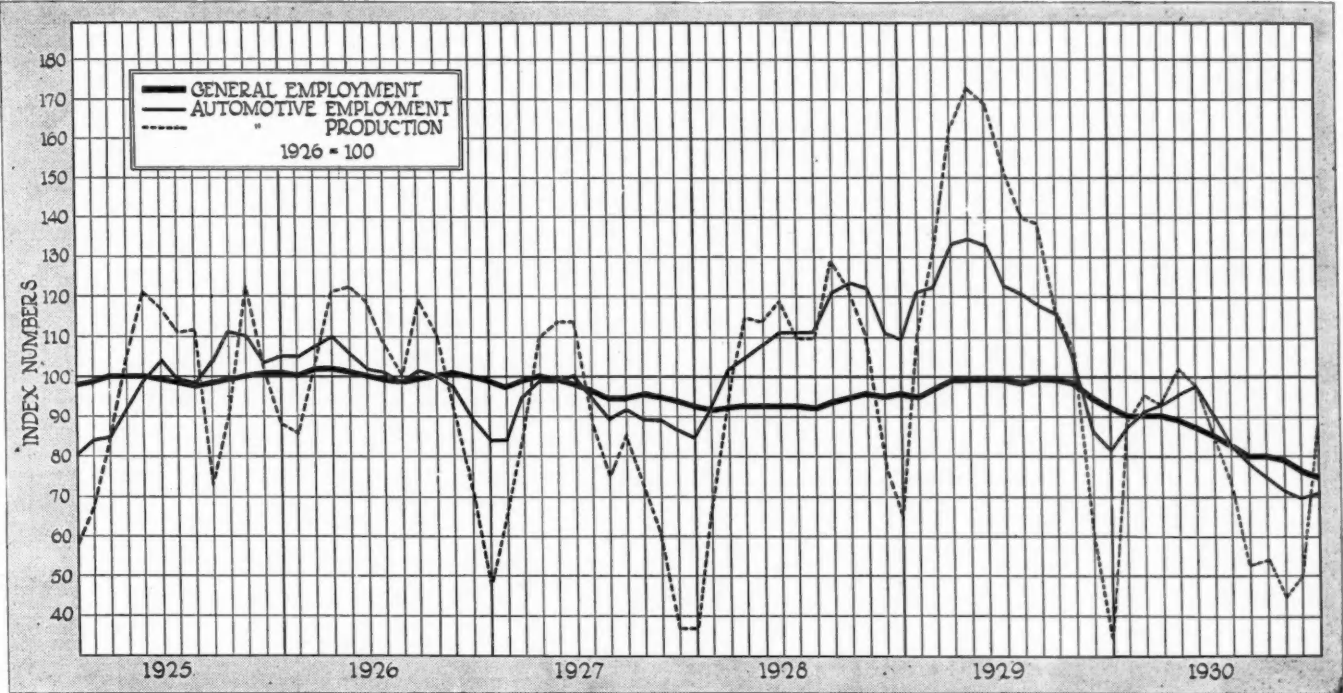
*N.A.C.C. Estimate.

Trends in Number of Manufacturers of Important Items



OF THE INDUSTRY

Comparison of Automotive and General Employment



Distribution of American Automotive Manufacturing Plants and Investments Abroad*
(Thousands of Dollars)

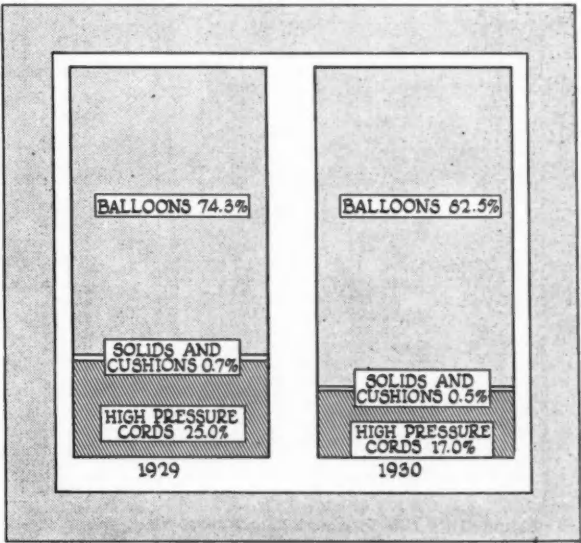
	Europe		Canada		Latin America		Asia and Africa		Australia and New Zealand	
	No.	Value	No.	Value	No.	Value	No.	Value	No.	Value
Automotive Vehicles	30	\$79,210	6	\$56,097	6	\$31,122	..	(1)	..	(1)
Automobile Accessories...	13	4,174	32	11,117	..	...	..	...	..	...
Agricultural and Industrial Machinery	51	59,724	46	60,320	6	8,324	8	19,333	7	18,962

* U. S. Department of State Figures.
(1) Included in Agricultural and Industrial Machinery.

Tire Output by Types

Tire and Rubber Data

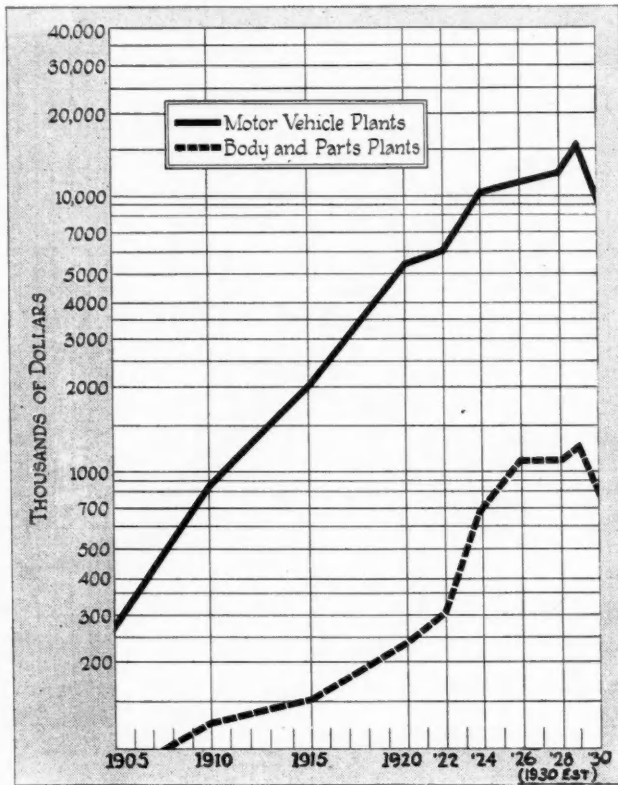
	1930	1929	1928	1927	1926
Crude rubber consumption for casings, solid tires and tubes—millions of pounds	596	805	800	687	691
Cotton fabric consumption for tires—millions of pounds	198	281	296	237	221
Total pneumatic tire production—hundred thousands	510	747	779	644	615
Solid and cushion tire production—thousands	255	553	684	744	750
Inner tube production—hundred thousands	524	746	803	708	766



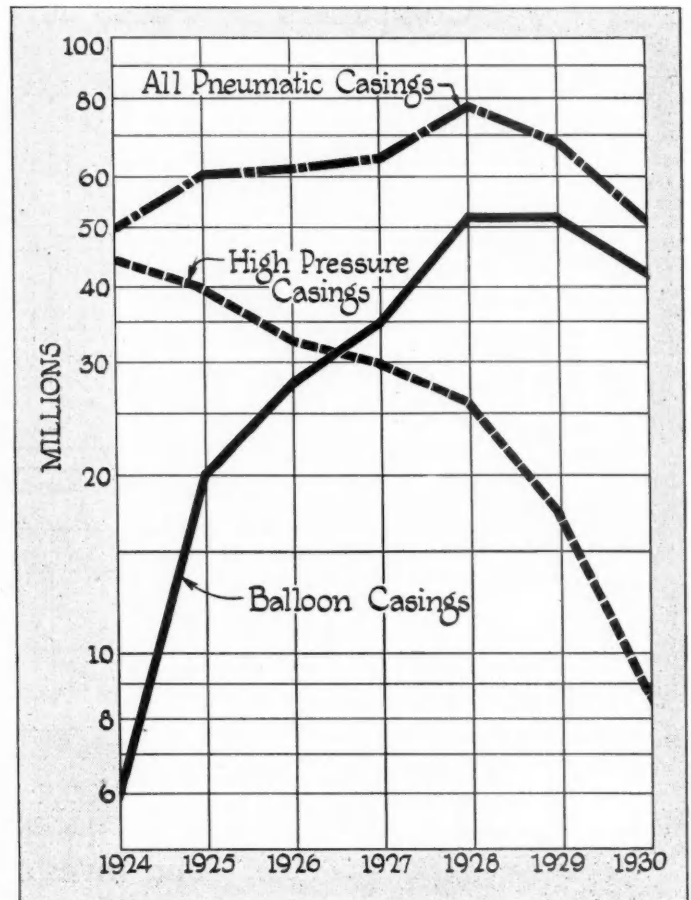


Gross Value of Products Per Plant

Motor Vehicle—Body and Parts
Based on 1929 Census of Manufactures



Pneumatic Tire Production



Number of Rims Inspected*

1929				1930			
SIZE	No.	Pct.		No.	Pct.		
Motorcycle							
24 x 3 CC..	10,464	0.0		385	0.0		
24 x 3 Std..	4,668	0.0		132	0.0		
26 x 3 CC..	1,971	0.0		..	..
26 x 3 Std..	4,186	0.0		..	..
28 x 3 CC..	2,194	0.0		592	0.0		
28 x 3 Std..	..	..		..	..
Balloon							
17 x 3.25 ..	..	..		7,747	0.0		
17 x 4 ..	..	..		1,008	0.0		
17 x 4 1/2 ..	..	..		15,592	0.1		
17 x 5 ..	..	..		9,188	0.1		
18 x 3.00 ..	..	..		231	0.0		
18 x 3.25 ..	117,424	0.5		119,819	0.7		
18 x 3 1/2 ..	..	..		868	0.0		
18 x 4 ..	1,343,576	5.6		1,008,872	5.8		
18 x 4 1/2 ..	304,324	1.2		126,599	0.7		
18 x 5 ..	112,545	0.4		82,911	0.5		
18 x 6 ..	..	..		16,745	0.1		
19 x 2.75 ..	782,616	3.3		2,430,685	14.0		
19 x 3.00 ..	..	..		640,859	3.7		
19 x 3.25 ..	330,558	1.4		25,923	0.1		
19 x 3 1/2 ..	586,287	2.4		189,166	1.1		
19 x 4 ..	4,181,327	17.3		1,550,741	8.9		
19 x 4 1/2 ..	966,487	4.0		560,400	3.2		
19 x 5 ..	220,666	0.9		138,435	0.8		
19 x 6 ..	..	..		6,067	0.0		
20 x 2.75 ..	5,263,579	21.8		32,500	0.2		
20 x 3 1/2 ..	73,341	0.3		58,688	0.3		
20 x 4 ..	1,592,295	6.6		133,501	0.8		
20 x 4 1/2 ..	359,804	1.5		119,189	0.7		
20 x 5 ..	234,176	1.0		16,622	0.1		
20 x 6 ..	37,625	0.1		2,406	0.0		
21 x 2.75 ..	164,855	0.7		1,847	0.0		
21 x 3 1/2 ..	405,607	1.7		180,516	1.0		
21 x 4 ..	67,689	0.3		26,365	0.2		
21 x 4 1/2 ..	65,594	0.3		37,615	0.2		
21 x 5 ..	6,527	0.0		1,966	0.0		
21 x 6 ..	3,668	0.0		5,373	0.0		
22 x 3 1/2 ..	170	0.0		..	..
22 x 4 ..	1,469	0.0		1,358	0.0		
Drop Center							
22 x 4 1/2 ..	..	..		..	..
16 x 3.62 F.	..	..		19	0.0		
17 x 3.25 E.	..	..		22	0.0		
17 x 3.62 F.	..	..		29	0.0		
18 x 2.15 B.	28,947	0.1		67,715	0.4		
18 x 3.00 D.	..	..		83	0.0		
18 x 3.25 E.	..	..		25,641	0.1		
19 x 2.15 B.	23,322	0.1		32,273	0.2		
19 x 2.75 D.	..	..		39,622	0.2		
19 x 3.00 D.	195,693	0.8		6,114,088	35.2		
19 x 3.25 E.	..	..		3,885	0.0		
19 x 4.00 F.	..	..		8,141	0.0		
20 x 2.15 B.	1,712	0.0		..	..
20 x 4.00 F.	20,846	0.1		10,592	0.1		
21 x 2.75 D.	1,785,100	7.4		..	..
Semi-Drop Base Split							
17 x 3.25 E.	..	..		5,404	0.0		
18 x 3.00 D.	..	..		25	0.0		
18 x 3.25 E.	..	..		33,832	0.1		
19 x 3.00 D.	..	..		125,359	0.7		
Clincher							
30 x 3 —24	..	..		..	..
30 x 3 1/2 —23	318,787	1.3		77,617	0.4		
31 x 4 —23	765	0.0		150	0.0		
High Pressure							
30 x 3 1/2 —23	36,204	0.1		16,243	0.1		
32 x 3 1/2 —25	1,056	0.0		..	..
31 x 4 —22	1,086	0.0		..	..
32 x 4 —24	31,131	0.1		8,764	0.1		
33 x 4 —25	..	..		..	..
34 x 4 —26	..	..		..	..
32 x 4 1/2 —23	55,420	0.2		12,190	0.1		
33 x 4 1/2 —24	93	0.0		..	..
34 x 4 1/2 —25	4,224	0.0		4,324	0.0		
36 x 4 1/2 —27	..	..		..	..
18" Truck							
28 x 5	177	0.0		3,103	0.0		
20" Truck							
32 x 7 .....	..	..		..	..
34 x 8	315	..		227	0.0		
22" Truck							
36 x 7	4,454	0.0		2,190	0.0		
38 x 8	13,809	0.1		16,962	0.1		
9/10-22 .....	..	..		2,055	0.0		
24" Truck							
34 x 5	7,062	0.0		3,436	0.0		
36 x 6	31,467	0.1		9,371	0.1		
38 x 7	46,415	0.2		19,479	0.1		
40 x 8	75,487	0.3		50,131	0.3		
44 x 10	298	0.0		383	0.0		
9/10-24	432	0.0		5,419	0.0		
46 x 11 .....	..	..		313	..		
Airplane							
14 x 3 SS	2,327	0.0		..	0.0		
18 x 3 SS	1,669	0.0		563	0.0		
24 x 3 SS	581	0.0		433	0.0		
23 x 3 1/2 SS	3,007	0.0		514	..		
27 x 3 1/2 SS	4,095	0.0		..	..
26 x 4 Cl.	8,617	0.0		..	..
28 x 4 SS	1,546	0.0		..	..
29 x 4 SS	..	..		..	..
30 x 5 SS	221	0.0		..	..
32 x 6 SS	904	0.0		209	0.0		
36 x 8 SS	756	0.0		103	0.0		
44 x 10 SS	347	0.0		125	0.0		
58 x 14 SS	..	..		8	0.0		
Total ..	24,143,485	..		17,364,096	..		

*Branded by the Tire and Rim Association, Inc.

Rubber Manufacturers Association.

STATISTICS OF THE INDUSTRY

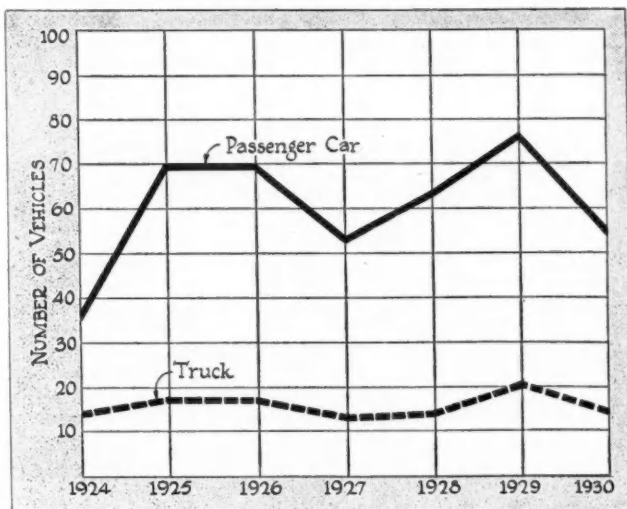
New and Used Car Financing Data⁽¹⁾

Year and Month	Wholesale Financing Volume in Dollars	RETAIL FINANCING											
		TOTAL			NEW CARS			USED CARS			UNCLASSIFIED		
		Number of Cars	Volume and Average		Number of Cars	Volume and Average		Number of Cars	Volume and Average		Number of Cars	Volume and Average	
			Total Amount	Per Car		Total Amount	Per Car		Total Amount	Per Car		Total Amount	Per Car
1928													
January	DATA NOT AVAILABLE	104,223	\$ 52,357,754	\$502	49,989	\$ 32,489,265	\$650	40,978	\$ 13,600,634	\$332	13,256	\$ 6,267,885	\$473
February		132,366	65,016,842	491	63,798	40,557,252	636	52,585	16,629,490	316	15,983	7,830,100	490
March		195,806	93,581,752	478	96,921	61,072,572	630	76,449	23,086,811	302	22,436	9,422,369	420
April		234,852	113,564,342	484	117,751	74,435,217	632	88,468	26,934,073	304	28,633	12,195,052	426
May		272,310	132,186,344	485	137,259	86,416,000	630	105,661	31,675,696	300	29,390	14,094,648	480
June		264,112	128,167,581	485	131,694	83,198,055	632	104,462	31,620,291	303	27,966	13,349,235	478
July		253,460	123,069,008	486	125,656	79,770,688	635	97,705	29,336,567	300	30,099	13,961,753	464
August		252,658	121,874,690	482	124,859	78,730,798	631	98,708	30,037,717	304	29,091	13,106,175	451
September		209,917	102,516,127	488	100,791	64,754,538	642	84,736	26,129,024	308	24,390	11,632,565	477
October		216,382	104,323,612	482	101,554	64,990,561	640	90,839	28,034,752	309	23,989	11,298,299	471
November		181,073	86,828,447	480	84,633	53,054,598	627	74,744	23,277,105	311	21,696	10,496,744	484
December		152,499	73,058,197	479	63,251	41,709,916	659	69,560	22,082,179	317	19,688	9,266,102	471
Total (Year)		2,469,658	\$1,196,544,696	\$484	1,198,156	\$ 761,179,460	\$635	984,895	\$ 302,444,339	\$307	286,607	\$ 132,920,897	\$464
1929													
January	\$ 36,899,813	157,282	\$ 75,691,601	\$481	78,633	\$ 48,765,872	\$620	69,031	\$ 22,783,830	\$330	9,618	\$ 4,141,899	\$431
February	47,962,644	191,078	91,241,901	478	103,680	61,978,964	598	76,724	24,663,101	521	10,674	4,599,836	430
March	61,170,730	305,839	142,117,146	465	166,455	96,881,494	582	121,512	37,906,986	312	17,872	7,328,666	410
April	74,884,909	411,755	172,811,264	420	205,603	116,938,139	569	185,340	47,221,842	255	20,812	8,651,283	416
May	72,291,505	402,897	184,938,915	459	213,125	125,283,993	588	169,103	51,103,985	302	20,669	8,550,637	414
June	63,412,417	387,157	180,098,333	465	204,174	122,037,943	598	164,385	50,379,896	306	18,598	7,680,504	413
July	61,839,467	391,461	180,845,490	462	211,707	124,761,957	589	162,723	49,104,714	302	17,031	6,978,819	410
August	69,959,084	350,477	163,896,492	468	184,365	111,299,259	594	149,858	45,849,948	306	16,254	6,747,285	415
September	60,194,621	300,901	129,447,399	430	158,364	93,950,905	603	127,948	29,558,269	231	14,589	5,638,225	407
October	63,640,986	278,258	126,590,020	455	132,453	80,372,682	607	135,060	41,724,621	309	10,745	4,492,717	418
November	44,633,376	210,834	95,000,640	451	96,392	58,245,687	604	104,211	32,260,075	310	10,231	4,494,878	439
December	21,001,694	171,890	80,089,099	466	74,332	48,061,493	647	89,943	28,674,443	319	7,615	3,353,163	440
Total (Year)	\$677,891,240	3,559,829	\$1,622,768,300	\$456	1,829,283	\$1,088,578,388	\$595	1,555,838	\$ 461,231,700	\$296	174,706	\$ 72,958,212	\$418
1930													
January	\$ 52,447,062	166,151	\$ 73,618,802	\$443	78,729	\$ 45,244,894	\$575	81,012	\$ 25,595,605	\$316	6,410	\$ 2,778,303	\$433
February	61,244,449	199,947	85,769,608	429	95,600	53,010,774	555	95,786	29,206,443	305	8,561	3,552,391	415
March	77,547,823	316,029	123,786,111	392	139,387	77,331,961	555	166,898	42,477,605	255	9,744	3,976,245	408
April	85,345,770	346,083	146,986,679	425	171,320	94,085,514	549	164,374	48,853,748	297	10,386	4,047,417	390
May	83,659,772	349,136	141,307,160	405	170,005	94,235,699	554	168,488	42,805,413	254	10,643	4,266,048	401
June	83,802,394	341,487	138,520,036	406	159,942	91,277,619	571	170,799	43,074,019	252	10,746	4,168,398	388
July	55,429,935	287,444	119,044,282	414	130,926	73,595,951	562	150,138	42,780,448	285	6,380	2,667,893	418
August	45,411,119	247,574	102,530,439	414	111,334	63,143,583	567	129,997	37,222,086	286	6,243	2,164,770	347
September	45,386,952	219,677	90,466,172	412	92,367	52,961,856	573	121,857	35,266,081	289	5,453	2,238,235	410
October	35,962,248	201,458	81,503,844	405	78,605	45,750,651	582	118,528	33,851,802	286	4,325	1,901,391	440
November	29,634,077	152,802	60,365,006	395	54,805	31,869,227	582	94,364	26,915,013	285	3,633	1,580,766	435
December	35,603,040	*167,834	66,067,086	394	62,031	35,437,285	571	101,404	28,808,846	284	4,399	1,820,955	414
Total (Year)	\$661,525,041	2,995,622	\$1,229,965,225	\$411	1,345,051	\$ 757,945,014	\$564	1,563,645	\$ 436,857,409	\$279	86,926	\$ 35,162,802	\$405

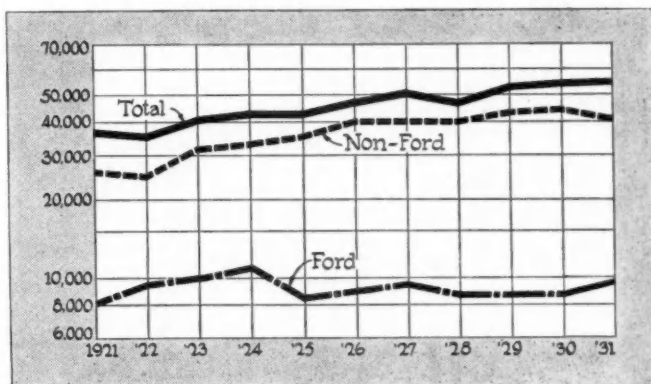
(1) Department of Commerce.

* Of this number 37.0% were new cars, 60.4% used cars and 2.6% unclassified.

Motor Vehicle Sales per Dealer



Ford and Non-Ford Dealers



Estimated Retail Sales of Automotive Products for 1931

		Per cent of Total
Tire Replacements	\$668,700,000	7.2
Accessories	460,000,000	3.8
Shop Equipment	87,260,000	0.7
Repair Parts and Supplies	1,555,000,000	12.9
Service Labor	2,330,000,000	19.4
Fuels and Lubricants	3,260,000,000	28.0
Commercial Cars	599,300,000	5.1
Passenger Cars	2,740,000,000	22.9
Total	\$12,000,260,000	100.0%



AIRCRAFT

United States Production and Sales of Airplanes by Types, 1930 *

TYPE	PRODUCTION				SALES			
	Total	Per Cent of Total	Net Sales Value	Per Cent of Total	Total	Per Cent of Total	Net Sales Value	Per Cent of Total
Open Cockpit Biplane								
1 place	8	.41	\$58,300	.54	7	.30	\$55,370	.47
2 places	421	21.73	1,103,641	10.27	412	17.73	1,102,592	9.45
3 places	646	33.35	1,926,943	17.93	790	33.99	2,222,353	19.04
Over 3 places.....	8	.41	77,426	.72	8	.34	81,098	.71
Total	1,083	55.90	\$3,166,310	29.46	1,217	52.36	\$3,461,413	29.67
Cabin—Single-Engined Biplane	20	1.04	\$285,880	2.67	19	.82	\$267,980	2.29
Multi-Motored Transport	7	.37	505,581	4.70	7	.30	505,581	4.34
Total Biplanes	1,110	57.31	\$3,957,771	36.83	1,243	53.48	\$4,234,974	36.30
Open Cockpit Monoplanes								
1 place	58	2.99	\$104,618	.97	49	2.10	\$101,658	.87
2 places	166	8.56	524,073	4.88	150	6.45	425,022	3.64
3 places	22	1.13	73,680	.68	22	.94	73,680	.63
Over 3 places.....	4	.22	29,619	.28	3	.12	15,990	.14
Total	250	12.90	\$731,990	6.81	224	9.63	\$616,350	5.28
Cabin—Single-Engined Monoplane								
1 place	4	.22	\$40,025	.37	3	.12	\$41,550	.35
2 places	29	1.49	115,870	1.09	25	1.07	94,810	.81
3 places	34	1.75	112,261	1.05	263	11.32	593,385	5.09
4 places	276	14.26	1,135,211	10.56	293	12.60	1,174,525	10.07
5 places	9	.46	86,729	.81	12	.52	104,364	.89
6 places	109	5.62	1,243,860	11.57	118	5.08	1,328,607	11.39
7 places	31	1.60	453,732	4.26	39	1.68	544,748	4.67
8 places and up	13	.67	224,855	2.09	10	.44	174,840	1.50
Total	505	26.07	\$3,417,543	31.80	763	32.83	\$4,056,829	34.77
Multi-Motored Transport	38	1.96	\$1,389,984	12.93	35	1.51	\$1,027,155	8.81
Total Monoplanes	783	40.93	5,539,517	51.54	1,022	43.97	5,700,334	48.86
Seaplanes	17	.88	954,386	8.88	23	.99	1,091,539	9.35
Amphibions	17	.88	294,369	2.75	36	1.56	639,362	5.48
Total—Sea and Amphibion	34	1.76	\$1,248,755	11.63	59	2.55	\$1,730,901	14.83
Total—Commercial	1,937	100.00	\$10,746,043	100.00	2,324	100.00	\$11,666,209	100.00
Total—Military	747	...	10,723,720	...	801	...	11,272,343	...
Grand Total	2,684	...	\$21,469,763	...	3,125	...	\$22,938,552	...

Airplane Production *

(Commercial and Military)

	Units	Value
1928	4,761	.....
1929	6,034	\$44,457,300
1930	2,684	21,469,763

Airplane Engine Production *

(Commercial and Military)

	Units	Value
1929	7,378	\$26,495,830
1930	3,766	17,078,916

* Aeronautical Chamber of Commerce of America, Inc.

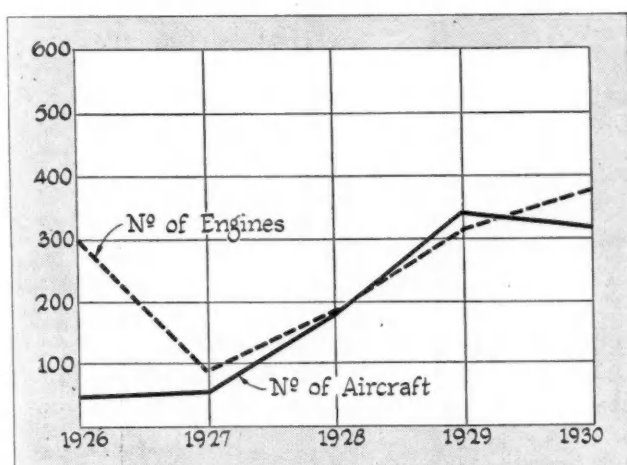
STATISTICS

Airports and Landing Fields by States*

State	Municipal	Commercial	Intermediate	Auxiliary	Army	Navy	Miscellaneous Government, Private and State	Totals	State	Municipal	Commercial	Intermediate	Auxiliary	Army	Navy	Miscellaneous Government, Private and State	Totals	State	Municipal	Commercial	Intermediate	Auxiliary	Army	Navy	Miscellaneous Government, Private and State	Totals
Ala.	5	5	4	4	1	0	0	19	Me.	1	6	0	2	0	0	1	10	Okla.	19	15	7	10	1	0	0	52
Alaska	1	1	0	63	0	0	0	66	Md.	1	7	0	2	0	0	1	17	Ore.	16	6	19	4	0	0	0	45
Ariz.	21	12	1	6	1	0	0	34	Mass.	4	21	2	1	0	0	1	29	Penna.	10	47	28	7	1	1	0	94
Ark.	7	5	0	4	0	0	0	16	Mich.	28	16	2	4	0	0	0	53	R. I.	0	5	0	3	0	0	0	8
Calif.	61	54	24	19	6	1	0	165	Minn.	10	6	3	2	0	0	0	21	S. C.	7	5	3	0	0	0	0	18
Colo.	15	5	5	5	1	0	0	31	Miss.	9	0	0	3	0	0	0	11	S. D.	8	12	2	0	0	0	0	22
Conn.	5	5	1	2	0	0	0	13	Mo.	8	8	12	3	0	0	0	31	Tenn.	5	4	3	3	0	0	0	15
Del.	0	1	0	0	0	0	1	2	Mont.	14	5	8	5	0	0	0	32	Tex.	49	17	20	20	13	0	0	119
D. of C.	0	0	0	0	1	1	0	2	Neb.	8	8	12	0	1	0	0	29	Utah	4	0	21	0	0	0	0	25
Fla.	21	12	3	3	1	4	0	44	Nev.	7	2	15	1	0	0	0	25	Vt.	4	2	0	0	1	0	0	7
Ga.	13	1	15	1	1	0	0	31	N. H.	6	1	0	0	0	0	0	7	Va.	7	11	8	3	2	3	0	34
Idaho	7	0	10	3	0	0	1	21	N. J.	4	17	2	4	1	2	0	30	Wash.	13	9	4	4	1	1	0	32
Ill.	13	37	16	6	2	1	0	75	N. M.	12	4	2	8	1	0	0	27	W. Va.	2	6	0	2	0	0	0	10
Ind.	7	17	20	3	1	0	0	48	N. Y.	16	45	10	7	3	0	1	82	Wis.	17	25	7	3	0	0	0	52
Iowa	14	16	14	3	0	0	0	47	N. C.	10	6	6	1	1	0	0	24	Wyo.	10	1	13	2	0	0	0	26
Kan.	22	21	7	1	2	0	0	53	N. D.	10	3	0	0	0	0	0	13	Totals	550	564	354	240	53	14	7	1,782
Ky.	1	9	5	0	0	0	0	15	Ohio	12	43	18	8	4	0	0	85									
La.	6	6	0	2	0	0	1	15																		

*As of Dec. 31, 1930. Department of Commerce, Aeronautics Branch.

Aircraft Exports

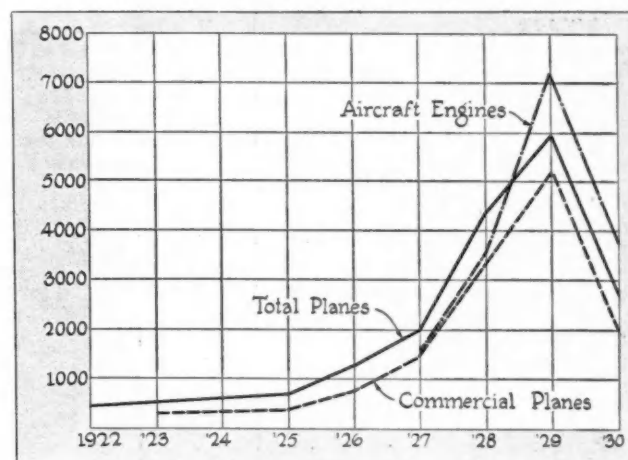


Airport Expenditures According to Population Classes of Cities *

Population Class	Average Investment per Airport	Total Expenditures to Date	Anticipated Expenditures 1930 (Last Half) and 1931
500,000 and over ...	\$779,385	\$40,528,000	\$8,287,000
100,000 to 500,000 ..	284,452	35,272,000	7,610,000
50,000 to 100,000 ..	186,754	12,886,000	1,195,500
25,000 to 50,000 ..	52,595	6,627,000	1,349,500
5,000 to 25,000 ..	42,327	16,126,500	1,157,500
Incorporated places under 5,000	10,053	3,629,000	625,500
Totals	\$103,386	\$115,068,500	\$20,225,000

* As of Feb. 2, 1931, Department of Commerce, Aeronautics Branch.

Aircraft Production





AIRCRAFT

Registrations of Aircraft, Gliders, Pilots and Mechanics, by States

AIRCRAFT				GLIDERS	Trans- port	PILOTS				Total	Glider Pilots	Mechan- ics
Licensed	Unli- censed	Total	Ltd. Com.			Indus- trial	Pri- vate					
Ala.	23	22	45	2	34	3	..	27	64	..	49	
Ariz.	30	8	38	2	18	11	..	54	83	..	37	
Ark.	51	21	72	..	33	16	2	71	122	..	57	
Calif.	993	182	1,175	235	1,010	226	31	1,585	2,852	80	1,665	
Colo.	50	24	74	97	56	32	..	59	147	..	76	
Conn.	117	30	147	8	55	28	1	90	174	..	129	
Del.	37	12	49	2	9	3	..	13	25	..	16	
D. C.	68	5	73	10	189	9	..	72	270	6	144	
Fla.	86	49	135	7	51	34	1	110	196	..	280	
Ga.	40	34	74	1	35	8	..	28	71	1	44	
Idaho	19	7	26	5	13	8	..	15	36	..	20	
Ill.	475	192	667	69	335	134	10	452	931	14	553	
Ind.	157	88	245	30	119	47	1	158	325	3	144	
Iowa	123	53	176	13	86	49	..	130	265	2	139	
Kan.	170	142	312	50	126	40	2	105	273	2	190	
Ky.	46	19	65	1	38	18	..	35	91	..	42	
La.	86	15	101	1	37	12	1	41	91	..	63	
Maine	29	17	46	1	24	9	..	34	67	..	21	
Md.	76	20	96	9	50	27	1	80	158	..	112	
Mass.	196	44	240	24	144	56	2	254	456	1	206	
Mich.	361	114	475	117	276	91	3	362	732	19	447	
Minn.	110	7	117	13	100	49	1	117	267	2	132	
Miss.	31	10	41	1	16	6	1	33	56	..	16	
Mo.	274	91	365	8	221	77	4	188	490	2	272	
Mont.	43	27	70	..	23	14	..	38	75	..	51	
Neb.	153	93	246	7	74	23	..	118	215	..	120	
Nev.	10	1	11	2	3	2	1	7	13	..	18	
N. H.	23	5	28	4	12	11	..	31	54	5	19	
N. J.	198	103	301	35	125	47	2	230	404	6	301	
N. M.	18	6	24	2	14	7	..	26	47	..	14	
N. Y.	1,002	191	1,193	104	521	204	11	905	1,641	14	879	
N. Car.	55	38	93	4	26	18	..	42	86	1	45	
N. D.	39	34	73	2	27	9	..	28	64	..	26	
Ohio	408	174	582	6	309	134	..	359	802	13	511	
Okla.	238	88	326	94	185	57	4	144	390	..	156	
Ore.	68	51	119	8	76	27	..	77	180	1	106	
Pa.	410	88	498	37	216	132	8	454	810	1	401	
R. I.	33	7	40	1	11	7	..	34	52	..	20	
S. Car.	13	26	39	2	23	7	..	16	46	..	18	
S. D.	53	16	69	9	41	19	1	51	112	..	46	
Tenn.	82	35	117	6	60	22	..	61	143	3	70	
Tex.	340	96	436	16	384	60	7	281	732	2	402	
Utah	27	13	40	3	51	4	..	21	76	..	62	
Vt.	16	3	19	1	12	9	..	7	28	..	10	
Va.	50	18	68	6	129	21	1	44	195	..	270	
Wash.	148	42	190	8	117	53	1	124	295	..	184	
W. Va.	32	11	43	3	20	17	..	32	69	..	25	
Wis.	176	73	249	19	104	49	1	131	285	..	99	
Wyo.	48	9	57	3	17	3	..	16	36	..	63	
Alaska	14	5	19	..	5	4	..	6	15	..	15	
Can.	..	..	..	..	6	1	..	9	16	..	8
C. Z.	..	2	2	..	42	1	..	1	44	..	68	
Cen. Am.	..	1	1	..	..	..	..	..	..	..	..
Cuba	2	..	2	..	..	..	..	..	..	..	..
T. H.	6	1	7	..	37	1	..	9	47	..	98	
Mex.	..	1	1	..	12	1	..	5	18	..	5	
P. I.	..	..	..	..	10	..	..	..	10	..	3
P. R.	..	..	..	..	4	..	..	..	4	..	..
Foreign	..	..	..	..	..	..	..	..	..	..	..
Misc.	1	..	1	..	21	..	..	13	34	..	26
Total	7,354	2,464	9,818	1,088*	5,792	1,957	98	7,433	15,280†	178	8,993‡	
Percentages	..	..	..	..	37.9%	12.8%	.6%	48.7%	100%	..	..

* This figure includes 76 licensed gliders and 1012 unlicensed gliders.

† This figure includes 385 women pilots—35 Transport, 50 Limited Commercial, 297 Private.

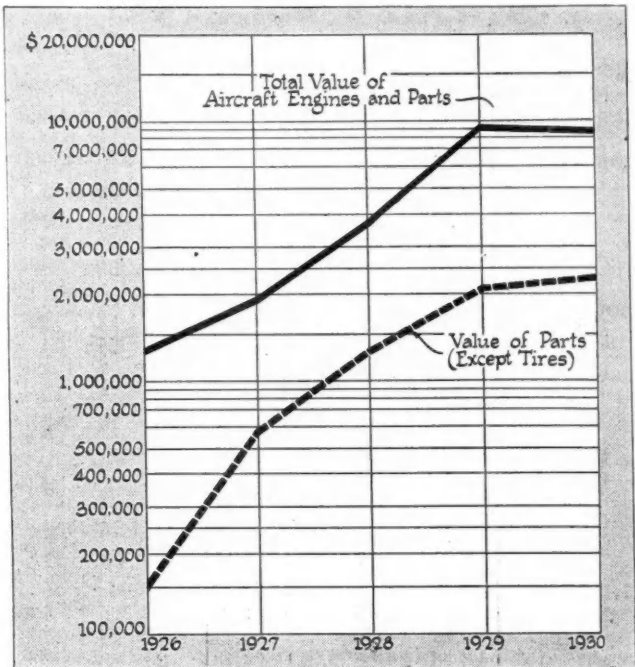
‡ This figure includes 5 women mechanics.

(As of Jan. 1, Department of Commerce, Aeronautics Branch).

STATISTICS



Export Value of Aircraft Engines and Parts



Number of Municipal and Commercial Airports Located in Cities of Various Sizes *

Cities of	Number of Cities in Class	Number of Municipal Airports	Number of Commercial and Private Airports	Total Number of Airports
Over 500,000	13	16	36	52
100,000 to 500,000	80	54	70	124
50,000 to 100,000	98	37	32	69
25,000 to 50,000	177	54	72	126
5,000 to 25,000	1,441	190	191	381
Incorporated places under 5,000	15,238	198	163	361
Totals	17,047	549	564	1,113

* As of Feb. 2, 1931, Department of Commerce, Aeronautics Branch.

Capital Expenditures on Airports *

	Number in Class	Average Investment per Airport	Total Expenditures to Date	Total Anticipated Expenditures 1930 (Last Half) and 1931
Municipal air-ports	549	\$106,033	\$58,212,000	\$15,779,500
Commercial and private air-ports	564	100,809	56,856,500	4,445,500
Totals for both classes	1,113	\$103,386 (average)	\$115,068,500	\$20,225,000

* As of Feb. 2, 1931, Department of Commerce, Aeronautics Branch.

Distribution of Capital Expenditures as Reported by 450 Airports *

	Expenditures to Date	Anticipated Expenditures 1930 (Last half) and 1931
Land	\$45,949,500	\$2,321,486
Hangars	14,851,810	1,625,213
Clearing and grading	8,987,947	3,899,635
Administration and other build'gs	4,167,817	1,237,545
Hard surfacing	3,772,564	1,182,302
Draining	2,688,283	882,345
Shops, fire fighting and fuel equip-ment	2,663,705	275,185
Lighting equipment	1,947,906	520,598
Seeding and fencing	692,965	366,270
Miscellaneous	3,379,631	2,341,556
Totals	\$89,102,128	\$14,652,135

* As of Feb. 2, 1931, Department of Commerce, Aeronautics Branch.

Comparison of Airplane Production—Commercial ⁽¹⁾

	Units	Value
1929	5,357	\$33,624,756
1930	1,937	10,746,043

¹ Aeronautical Chamber of Commerce of America, Inc.

Comparison of Airplane Production—Military ⁽¹⁾

	Units	Value
1929	677	\$10,832,544
1930	647	10,723,720



AUTOMOTIVE

New Car Domestic Sales by Makes

Make	NEW-CAR REGISTRATIONS (Approx.)				PER CENT OF TOTAL				RANK			
	1930	1929	1928	1927	1930	1929	1928	1927	1930	1929	1928	1927
Auburn Interests	13,600	19,300	11,500	10,200	.50	.49	.35	.37	..	..	..	..
Auburn	11,700	18,500	11,500	10,200	.43	.47	.35	.37	27	22	26	25
Cord	1,900	800	..	..	.07	.02	..	..	34	39	..	..
Chrysler Motors	232,400	356,900	345,800	288,100	8.53	8.87	10.65	10.60	..	..	..	..
Chrysler	63,000	87,500	146,800	159,600	2.32	2.18	4.51	5.88	8	11	8	5
De Soto	36,500	61,700	15,000	..	1.34	1.54	.46	..	12	15	25	..
Dodge	66,300	119,800	153,700	128,500	2.43	2.96	4.74	4.72	6	7	7	6
Plymouth	66,600	87,900	30,300	..	2.44	2.19	.94	..	5	10	19	..
Durant	22,200	49,400	73,800*	58,800†	.82	1.23	2.29	2.17	19	16	12	12
Ford Interests	1,096,500	1,362,400	504,400	413,900	40.34	33.92	15.54	15.25	..	..	..	..
Ford	1,092,000	1,356,000	498,200	407,200	40.17	33.76	15.35	15.00	1	1	2	2
Lincoln	4,500	6,400	6,200	6,700	.17	.16	.19	.25	31	33	30	28
Franklin	7,700	11,100	7,700	7,800	.28	.29	.25	.29	29	28	29	27
Gardner	**	2,100	3,300	3,400	..	.05	.10	.13	..	36	33	31
General Motors	937,200	1,315,700	1,340,400	1,154,700	34.48	32.79	41.34	42.53	..	..	..	..
Buick	114,200	162,300	202,500	240,600	4.20	4.05	6.25	8.86	3	6	3	3
Cadillac	12,500	15,500	18,800	19,400	.46	.38	.58	.71	24	26	23	19
Chevrolet	640,500	807,300	794,700	670,500	23.56	20.12	24.51	24.70	2	2	1	1
LaSalle	11,700	21,000	19,400	11,400	.43	.52	.60	.42	26	21	22	22
Marquette	12,800	16,000	..	..	.47	.40	..	..	23	25	..	..
Oakland	22,400	33,000	38,500	43,300	.82	.82	1.19	1.60	18	20	18	16
Oldsmobile	49,400	92,600	76,200	50,300	1.82	2.32	2.35	1.85	11	9	11	14
Pontiac	70,800	163,800	190,300	119,200	2.61	4.07	5.86	4.39	4	5	5	7
Viking	2,900	4,200	..	..	.11	.11	..	..	33	34	..	..
Graham-Paige	31,200	62,600	60,500	19,200§	1.15	1.57	1.86	.71	15	14	14	20
Hudson Motors	97,100	262,900	233,400	233,400	3.57	6.52	7.20	8.60	..	..	..	..
Essex	65,600	198,000	183,400	173,700	2.41	4.91	5.66	6.40	7	3	6	4
Hudson	31,500	64,900	50,000	59,700	1.16	1.61	1.54	2.20	14	13	15	11
Hupmobile	25,200	45,900	73,400†	54,100†	.93	1.14	2.26	1.99	17	18	13	13
Jordan	**	2,300	4,400	6,600	..	.06	.14	.24	..	35	32	29
Marmon Interests	12,800	22,300	15,300	10,400	.47	.58	.47	.38	..	..	..	..
Marmon	12,800	8,600	15,300	10,400	.47	.22	.47	.38	22	29	24	23
Roosevelt	..	13,700	..	..	..	.36	..	..	..	27	..	..
Nash	52,900	108,800	119,000	113,800	1.95	2.72	3.67	4.19	10	8	9	8
Packard	29,300	46,200	44,400	32,500	1.08	1.15	1.37	1.19	16	17	17	17
Peerless	4,200	8,600	8,000	10,200	.15	.21	.26	.37	32	31	28	24
Reo	11,900	17,900	22,100	22,900	.44	.44	.68	.84	25	23	21	18
Studebaker Interests	65,500	94,400	116,700	104,200	2.41	2.35	3.59	3.83	..	..	..	..
Ersine	..	8,000	23,400	8,500	..	.20	.72	.31	..	32	20	26
Pierce-Arrow	7,000	8,700	5,900	6,000	.26	.21	.18	.22	29	30	31	30
Studebaker	58,500	77,700	87,400	89,700	2.15	1.94	2.69	3.30	9	12	10	10
Stutz Interests	800	3,100	2,500	3,000	.03	.07	.08	.11	..	..	..	..
Stutz	800	1,000	2,500	3,000	.03	.02	.08	.11	35	37	34	32
Blackhawk	||	2,100	..	..	..	.05	..	..	..	38	..	..
Willys-Overland	68,100	206,700	245,800	151,200	2.52	5.14	7.58	5.57	..	..	..	..
Whippet	19,700	168,000	198,000	103,700	.73	4.18	6.10	3.82	20	4	4	9
Willys	33,800	..	..	..	1.25	..	..	..	13	..	..	..
Willys-Knight	14,600	38,700	47,800†	47,500†	.54	.96	1.48	1.75	21	19	16	15
All Others	9,400	16,700	10,600	17,100	.35	.41	.32	.64	28	24	27	21
Totals	2,718,000	4,015,300	3,243,000	2,715,500	100%	100%	100%	100%	..	..	..	..

* Includes Star. † Includes Falcon and Stearns-Knight. ‡ Includes Chandler. § Includes Jewett. ¶ Total of Star and Flint.
|| Included with Stutz. ** Included in all others.

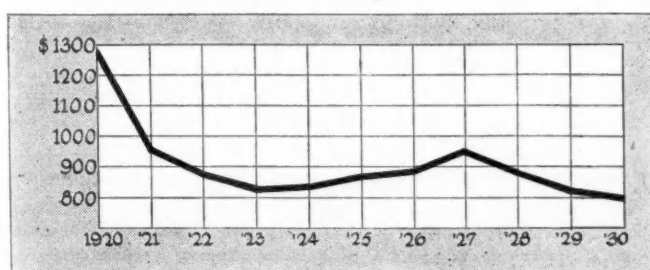
MARKETING DATA

1930 New Passenger Car and Truck Sales by States**

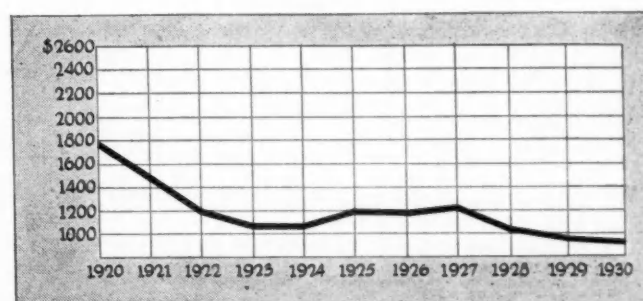
STATE	Passenger Cars	Per Cent of Total	Per Cent Loss 1930 Over 1929	Trucks	Per Cent of Total	Per Cent Loss 1930 Over 1929	Total Cars and Trucks
Alabama	26,400	.97	53	6,200	1.52	41	32,600
Arizona	9,300	.34	51	1,900	.46	39	11,200
Arkansas	20,000	.74	45	3,500	.86	56	23,500
California	190,900	7.03	28	26,900	6.57	13	217,800
Colorado	27,700	1.02	31	5,800	1.42	9	33,500
Connecticut	42,800	1.57	26	5,900	1.44	24	48,700
Delaware	7,500	.28	18	1,200	.29	14	8,700
District of Columbia	20,700	.75	14	1,800	.44	22	22,500
Florida	32,800	1.21	17	6,100	1.49	+13*	38,900
Georgia	28,600	1.05	33	5,000	1.22	27	33,600
Idaho	10,600	.39	36	2,400	.59	8	13,000
Illinois	169,000	6.22	31	20,100	4.92	24	189,100
Indiana	72,300	2.67	42	10,500	2.57	28	82,800
Iowa	79,700	2.93	29	10,000	2.44	12	89,700
Kansas	46,300	1.71	39	9,300	2.27	26	55,600
Kentucky	35,900	1.32	34	5,400	1.32	10	41,300
Louisiana	27,100	1.01	40	4,700	1.15	36	31,800
Maine	18,600	.68	23	4,500	1.10	6	23,100
Maryland	38,100	1.40	21	6,000	1.47	14	44,100
Massachusetts	108,100	3.97	22	13,700	3.35	19	121,800
Michigan	143,400	5.27	45	15,800	3.86	38	159,200
Minnesota	69,100	2.54	25	10,300	2.51	9	79,400
Mississippi	21,300	.78	44	5,500	1.34	21	26,800
Missouri	89,400	3.29	24	14,800	3.62	8	104,200
Montana	12,000	.44	47	2,600	.63	16	14,600
Nebraska	42,800	1.58	36	7,000	1.71	14	49,800
Nevada	3,600	.13	22	600	.15	33	4,200
New Hampshire	11,200	.41	21	2,300	.56	8	13,500
New Jersey	101,600	3.73	20	14,800	3.62	16	116,400
New Mexico	7,400	.27	38	2,000	.48	10	9,400
New York	275,600	10.15	20	38,700	9.45	18	314,300
North Carolina	35,000	1.29	47	6,500	1.59	32	41,500
North Dakota	13,300	.49	47	2,400	.59	41	15,700
Ohio	163,900	6.03	40	20,100	4.91	26	184,000
Oklahoma	55,000	2.01	43	8,100	1.98	37	63,100
Oregon	22,900	.83	36	4,200	1.03	28	27,100
Pennsylvania	206,200	7.59	26	30,100	7.11	22	236,300
Rhode Island	16,300	.60	26	2,100	.51	20	18,400
South Carolina	19,300	.71	40	3,700	.90	23	23,000
South Dakota	19,000	.70	40	3,100	.76	26	22,100
Tennessee	39,000	1.44	32	5,100	1.25	14	44,100
Texas	124,100	4.57	42	22,200	5.41	34	146,300
Utah	10,600	.39	39	2,200	.54	15	12,800
Vermont	9,100	.34	26	1,700	.42	15	10,800
Virginia	46,200	1.70	25	8,900	2.17	10	55,100
Washington	39,200	1.45	31	6,700	1.64	19	45,900
West Virginia	29,400	1.08	27	4,600	1.12	13	34,000
Wisconsin	74,700	2.75	30	12,100	2.96	16	86,800
Wyoming	5,000	.18	46	1,200	.29	20	6,200
Total	2,718,000	100%		410,300	100%		3,128,300

* Gain. ** Approximate.

Passenger Car Prices
(Average, Retail)



Truck Prices
(Average, Retail)





MARKETING DATA

Sales Outlets and Population by States

STATE	Population (1930 Census Report)	Wholesale Data		RETAIL DATA								Motor Vehicles per Repair Shop		Passenger Car Sales per Pas- senger Car Dealer
		No. of Wholesalers*	No. Repair Shops per Wholesaler	Total Passenger Car Dealers*	Truck and Passenger Car Dealers (Incl. Ford)*	Exclusive Truck Dealers*	Ford Dealers (Car and Truck)*	Service Stations (Car and Truck Dealers)*	Independent Repair Shops*	Retail Supply Stores and Supply Depts.*	Total Retail Trade Names, Duplication Eliminated*			
Ala.	2,646,248	44	20	458	305	15	127	486	413	843	1,044	308	58	
Ariz.	435,573	26	15	205	107	11	34	188	204	403	478	284	45	
Ark.	1,854,482	24	25	425	302	4	131	281	410	832	994	335	47	
Calif.	5,677,251	371	18	2,107	1,203	137	348	1,849	4,622	5,812	7,752	307	91	
Colo.	1,035,791	59	22	618	346	13	105	612	704	996	1,422	235	45	
Conn.	1,606,903	90	14	619	260	25	53	641	640	1,100	1,494	271	69	
Del.	238,380	7	22	74	28	4	18	70	82	111	189	368	101	
D. C.	486,869	22	9	62	19	12	12	75	139	116	286	808	33	
Fla.	1,468,211	81	14	461	246	21	110	476	627	1,091	1,199	299	71	
Ga.	2,908,506	58	20	575	386	18	175	556	613	755	1,275	292	49	
Idaho	445,032	28	18	314	203	11	71	310	206	490	561	233	34	
Ill.	7,630,654	268	22	2,907	1,298	77	480	2,875	3,073	4,290	6,866	276	58	
Ind.	3,238,503	153	21	1,494	647	51	256	1,510	1,688	3,004	3,464	274	48	
Iowa	2,470,939	108	29	1,904	1,180	33	348	1,812	1,455	2,475	3,579	240	42	
Kan.	1,880,999	91	28	1,482	926	42	290	1,348	1,225	1,943	2,966	231	31	
Ky.	2,614,589	56	28	771	457	28	164	760	806	1,218	1,703	212	47	
La.	2,101,593	54	16	394	245	13	127	390	452	744	960	335	69	
Me.	797,423	31	29	443	209	8	76	407	509	327	1,072	198	42	
Md.	1,631,526	54	18	516	222	24	85	531	427	688	1,099	335	74	
Mass.	4,249,614	188	14	1,247	514	55	166	1,226	1,517	1,471	3,470	311	87	
Mich.	4,842,325	164	25	2,128	1,169	46	402	1,986	2,154	3,853	4,895	321	67	
Minn.	2,563,953	87	35	1,835	1,123	33	357	1,724	1,326	2,899	3,426	238	38	
Miss.	2,009,821	29	29	481	337	8	145	450	397	841	995	303	44	
Mo.	3,629,367	148	21	1,372	760	51	287	1,388	1,762	1,824	3,570	242	65	
Mont.	537,606	33	24	455	277	15	79	416	368	686	887	175	26	
Neb.	1,377,963	64	30	1,232	807	19	250	1,117	805	1,457	2,173	222	35	
Nev.	91,058	4	43	118	75	1	21	107	67	166	202	170	31	
N. H.	465,293	15	39	275	124	6	41	272	325	354	651	187	41	
N. J.	4,041,334	136	26	1,396	578	86	166	1,515	2,012	2,471	4,345	241	73	
N. M.	423,317	8	48	196	130	2	42	191	196	387	436	234	38	
N. Y.	12,588,066	499	17	3,590	1,649	220	474	3,658	4,814	4,982	10,560	273	76	
N. C.	3,170,276	68	23	716	448	20	186	720	897	1,292	1,684	294	49	
N. D.	680,845	15	69	770	513	21	143	647	399	1,021	1,258	175	17	
Ohio	6,646,697	329	19	2,855	1,366	118	455	2,877	3,506	5,064	7,374	282	58	
Okla.	2,396,040	74	24	893	564	18	248	878	891	1,436	2,024	311	62	
Ore.	953,786	70	20	507	281	13	100	486	943	1,166	1,637	181	45	
Pa.	9,631,350	343	20	3,617	1,531	167	491	3,667	3,370	5,651	8,200	251	57	
R. I.	687,497	33	16	217	100	14	14	224	305	409	689	257	75	
S. C.	1,738,765	35	23	344	238	4	110	342	465	586	872	274	56	
S. D.	692,849	22	53	710	463	23	154	654	520	964	1,330	174	27	
Tenn.	2,616,556	55	24	574	379	31	137	605	728	1,088	1,464	306	68	
Tex.	5,824,715	201	26	2,079	1,234	52	495	2,086	3,207	3,685	5,889	257	60	
Utah	507,847	27	19	227	138	10	48	228	291	472	613	215	47	
Vt.	359,611	18	35	244	141	6	38	233	392	211	709	139	37	
Va.	2,421,851	61	32	830	493	37	191	824	1,123	1,525	2,190	195	56	
Wash.	1,563,396	134	17	822	411	37	152	815	1,476	1,970	2,703	197	48	
W. Va.	1,729,205	62	25	690	389	33	109	692	853	1,322	1,794	172	43	
Wis.	2,939,006	113	29	2,161	1,164	54	343	2,069	1,237	3,117	3,826	239	35	
Wyo.	225,565	8	47	248	152	4	40	229	144	372	444	165	20	
U.S. Total	122,775,046	4,668	21	48,658	26,137	1,751	8,894	47,771	54,785	79,980	118,713	260	55	

* Chilton Trade List.

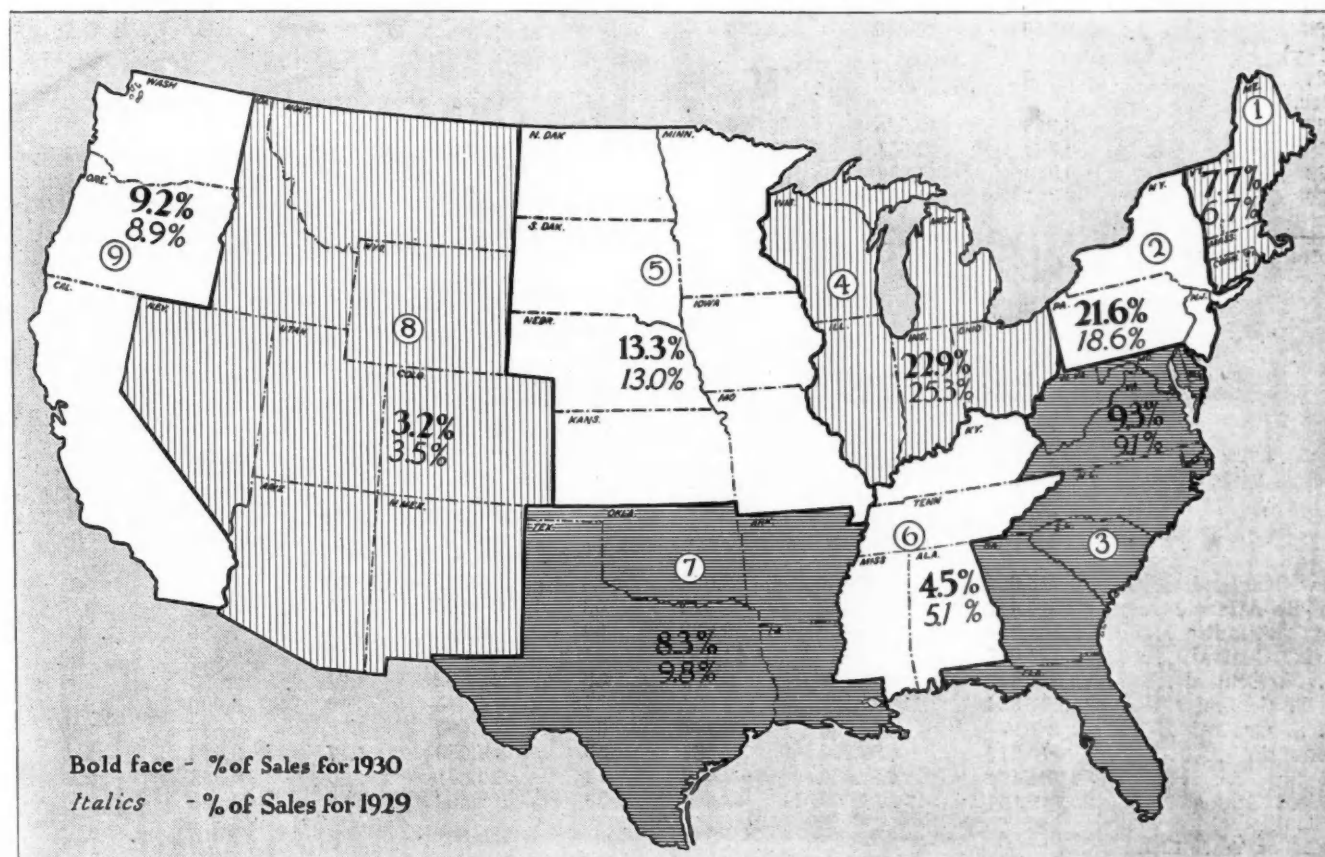
MARKETING DATA



New Commercial Vehicle Sales

Make					Per Cent of Total				Rank			
	1930	1929	1928	1927	1930	1929	1928	1927	1930	1929	1928	1927
Atterbury	.....	100	.....	.....	.....	.03	.....	.....	.....	24	.....	.....
Autocar	2,000	2,900	2,300	3,200	.49	.56	.66	.97	15	13	13	11
Brockway-Indiana	3,800	4,500	3,600	1,900	.92	.86	1.07	.57	10	11	10	12
Chevrolet	118,300	160,900	133,800	104,700	28.79	30.50	39.20	31.94	2	2	1	1
Diamond T	2,900	3,600	2,300	1,900	.71	.68	.67	.57	11	12	12	13
Dodge	15,600	28,600	36,600	42,300	3.80	5.41	10.70	12.94	4	4	3	3
Federal	2,100	2,800	3,100	3,900	.51	.54	.91	1.18	14	14	11	10
Ford	197,100	223,400	65,300	99,400	48.00	42.40	19.10	30.30	1	1	2	2
G.M.C.	9,100	14,200	17,500	6,600	2.22	2.71	5.13	2.02	5	5	5	8
International	2,400	31,400	26,200	16,400	.58	5.98	7.64	4.98	12	3	4	5
La France-Republic	600	800	700	1,100	.15	.16	.20	.34	19	19	18	15
Mack	4,900	6,800	6,900	6,300	1.19	1.30	2.09	1.92	7	8	8	9
Moreland	400	700	.....	.....	.10	.14	.....	.....	21	20	.....	.....
Pierce-Arrow	.....	500	500	.....	.....	.09	.13	.....	.....	22	20	.....
Relay	500	700	600	.....	.12	.14	.18	.....	20	21	19	.....
Reo	6,400	12,900	16,300	10,300	1.56	2.45	4.77	3.15	6	6	6	6
Rugby	700	1,200	200	.....	.17	.23	.04	.....	18	18	21	.....
Schact	400	300	.....	.....	.10	.05	.....	.....	22	23	.....	.....
Sterling	1,200	1,600	1,000	700	.29	.30	.33	.22	17	17	16	16
Stewart	2,300	2,200	2,000	1,500	.56	.41	.58	.47	13	15	15	14
Studebaker	1,600	1,700	1,000	.....	.39	.32	.29	.....	16	16	17	.....
White	4,400	6,100	6,300	7,100	1.07	1.17	1.84	2.17	8	10	9	7
Willys-Overland	4,300	6,500	2,200	.....	1.05	1.24	.66	.....	9	9	14	.....
Miscellaneous	29,300	12,200	13,000	20,600	7.23	2.33	3.81	6.26	3	7	7	4
Total	410,300	526,600	341,400	327,900	100%	100%	100%	100%	..	..	..	..

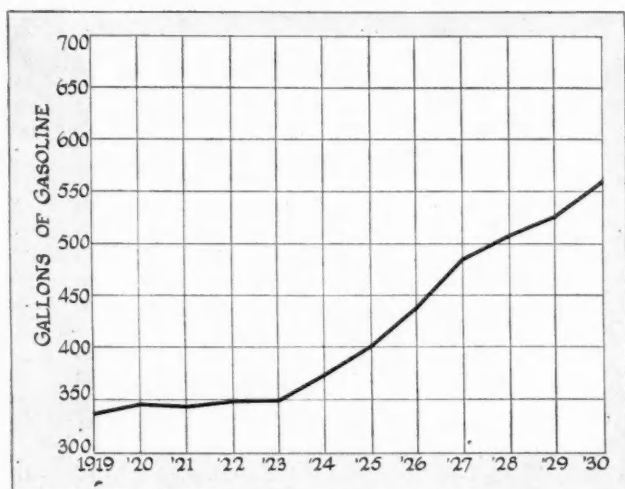
Percentage of Total U. S. New Motor Vehicle Sales by Zones





Gasoline Consumption per Motor Vehicle

Computed From Registrations



Number and Per Cent of New Model Announcements by Months—1930

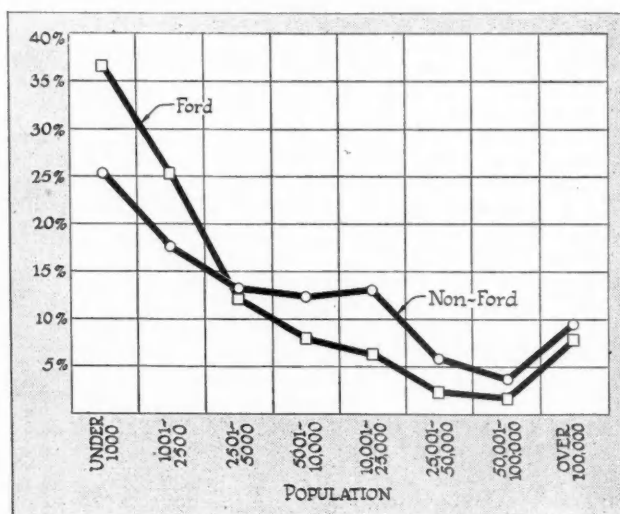
Month	Models	Per Cent
January	25	41
February	..	..
March	..	..
April	1	2
May	1	2
June	4	6
July	8	13
August	5	8
September	4	6
October	4	6
November	8	13
December	2	3
Total	62	100

Number of Ford and Non-Ford Dealers *

	Ford Dealers	Non-Ford Dealers	Total Dealers
1919	7,640	23,230	30,870
1920	7,510	27,110	34,620
1921	7,970	28,740	36,710
1922	8,860	28,040	36,900
1923	9,870	31,380	41,250
1924	10,810	35,310	46,120
1925	9,010	36,020	45,030
1926	9,210	40,230	49,440
(May)			
1927	9,380	41,490	50,870
(Dec.)			
1927	8,948	40,606	49,590
1928	8,840	42,631	51,471
1929	8,610	43,970	52,580
1930	8,894	39,764	48,658

* Chilton Trade List.

Ford and Non-Ford Dealer Representation by Town Sizes



Registrations, Sales and Dealer Outlet Data

Zone	Motor Vehicle Registrations Dec. 31, 1930	Passenger Car Sales by Zones 1930	No. of Car Dealers* Jan. 1, 1931	Pass. Car Sales Per Dealer in 1930	No. of Service Stations or Repair Shops* Jan. 1, 1931	Motor Vehicle Registrations per Service Station	No. of Accessory Outlets* Jan. 1, 1931	Pass. Car Registrations per Access. Outlet 1930
New England	1,715,004	206,100	3,045	68	6,691	256	3,872	381
Middle Atlantic	4,940,457	583,400	8,603	68	19,036	260	13,104	318
South Atlantic	2,565,685	257,600	4,268	60	9,512	269	7,486	295
E. N. Central	6,429,090	623,300	11,545	54	22,975	280	19,328	290
W. N. Central	3,680,649	359,600	9,305	39	16,182	227	12,583	255
E. S. Central	1,237,334	122,600	2,284	54	4,645	266	3,990	273
W. S. Central	2,423,174	226,200	3,791	60	8,595	282	6,697	309
Mountain	970,317	86,200	2,381	36	4,459	217	3,972	210
Pacific	2,784,474	253,000	3,436	73	10,461	266	8,948	290
United States	26,746,184	2,718,000	48,658	55	102,556	260	79,980	290

*Chilton Trade List.

DATA



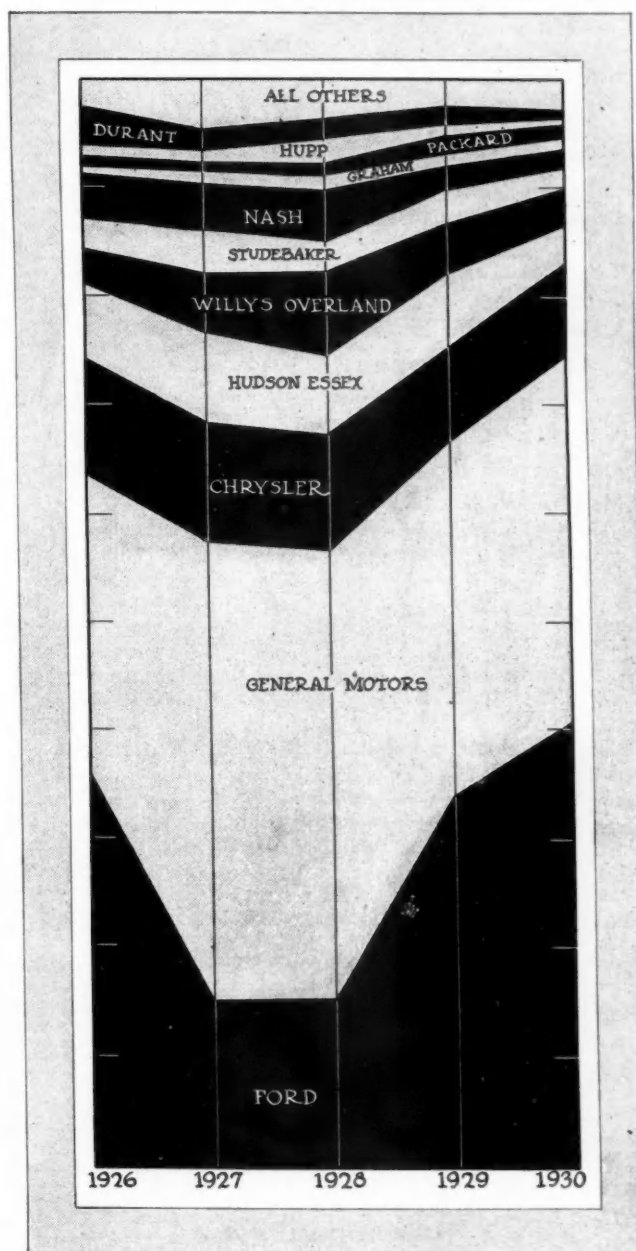
World Distribution of Automotive Sales Outlets *

(Excluding United States, Canada, France, Great Britain and Germany)

	Car Dealers and Distributors	Truck Dealers and Distributors	Service Stations	Accessory and Equipment Dealers and Distributors	Total Trade Units Without Duplication
Argentina	1,746	932	824	1,502	4,140
Australia	1,361	482	980	1,770	2,993
Austria	30	7	16	83	117
Azores	8	6	4	11	18
Belgium	101	27	77	103	277
Bolivia	24	20	10	44	82
Brazil	641	422	168	486	1,187
British East Africa	42	26	27	87	87
British Guiana	8	8	6	23	24
British Honduras	5	7	3	13	19
British West Africa	26	17	11	34	86
British West Indies	64	39	50	115	160
Bulgaria	10	3	1	38	47
Canary Islands	40	22	22	57	86
Ceylon	25	15	16	48	53
Chile	178	118	99	285	602
China	148	196	86	220	327
Chosen	4	5	2	15	20
Colombia	151	114	81	208	365
Costa Rica	22	14	21	65	86
Cuba	259	211	162	384	718
Czechoslovakia	64	18	11	68	150
Danzig	13	4	7	16	24
Denmark	229	182	255	1,305	1,548
Dominican Republic	40	27	19	63	104
Dutch East Indies	149	113	42	297	394
Dutch Guiana	4	1	4	8	8
Dutch West Indies	14	7	6	13	17
Ecuador	31	16	13	95	145
Egypt	51	21	25	118	135
Estonia	11	4	5	28	41
Finland	70	31	107	202	290
French Indo-China	16	9	6	22	23
French West Indies	9	1	5	16	19
Greece	53	34	24	132	136
Guatemala	41	26	30	86	134
Haiti	4	1	4	51	51
Hawaii	34	25	21	105	114
Holland	97	64	54	134	338
Honduras	21	6	9	21	42
Hungary	26	9	16	60	106
India	308	227	142	673	853
Japan	111	42	36	309	516
Latvia	22	13	11	32	50
Lithuania	6	3	3	10	17
Malaya	53	20	25	127	161
Manchuria	29	21	16	48	53
Mexico	329	181	254	453	1,086
Morocco	20	10	6	17	30
New Zealand	383	188	62	604	1,023
Nicaragua	10	8	8	16	30
Norway	110	87	48	262	386
Palestine	21	5	10	40	46
Panama	18	8	19	46	71
Paraguay	13	11	11	22	43
Persia	11	10	12	28	31
Peru	147	108	111	254	400
Philippine Islands	34	23	18	120	147
Poland	61	32	28	74	111
Porto Rico	68	43	48	169	278
Portugal	115	58	19	194	372
Rumania	29	14	16	73	73
Salvador	31	18	40	72	124
Siam	19	10	11	39	39
South Africa	303	184	325	391	916
Spain	452	284	328	828	1,476
Sweden	276	242	58	136	430
Switzerland	86	10	73	134	186
Syria	30	11	17	62	73
Turkey	22	8	9	65	79
Uruguay	254	148	142	252	756
Venezuela	104	75	48	154	281
Virginia Islands	6	2	2	7	8
Yugoslavia	29	15	11	38	48
Miscellaneous	164	91	109	270	429
	9,544	5,500	5,405	14,450	25,935

* El Automovil Americano and The American Automobile (Overseas Edition).

Per Cent of Total Sales by Leading Manufacturing Groups



See page 308 for detail data regarding this chart

General Motors includes

Cadillac
LaSalle
Buick
Marquette
Oakland
Pontiac
Oldsmobile
Viking
Chevrolet

Willys Overland includes

Willys-Knight
Falcon and Stearns-Knight
Willys
Whippet

Chrysler includes

Chrysler
Dodge
De Soto
Plymouth

Studebaker includes

Pierce-Arrow
Studebaker

Durant includes

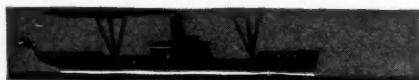
Durant, Star and Flint

Ford includes

Ford and Lincoln

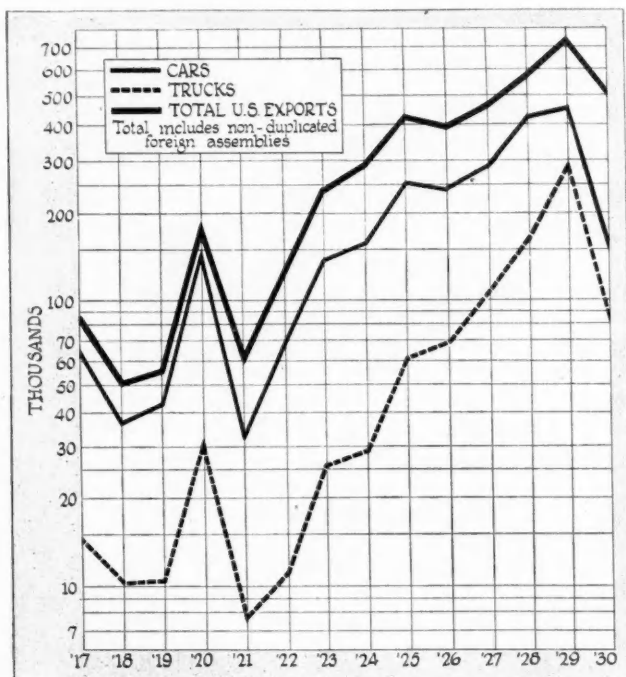
Graham includes

Paige and Jewett



EXPORTS—

U. S. Exports of Motor Vehicles



Total Foreign Consumption of Motor Vehicles of U. S. Design

Year	U. S. Exports Inc. For. Assem.	Canadian Production	Total Foreign Consumption
1914	27,574		27,574
1915	67,373		67,373
1916	85,364		85,364
1917	85,092	93,810	178,902
1918	51,260	82,408	133,668
1919	56,389	87,835	144,224
1920	177,297	94,144	271,441
1921	60,739	66,246	126,933
1922	125,880	102,053	227,980
1923	240,091	146,438	386,529
1924	293,115	135,246	428,361
1925	428,564	161,389	589,953
1926	393,600	204,727	598,327
1927	462,880	178,427	641,307
1928	582,764	242,382	825,146
1929	734,211	263,295	997,506
1930	407,278	154,192	561,470

Imports of Motor Vehicles Into United States

	No.	Value
1918	105	\$75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,285
1923	853	884,125
1924	604	841,524
1925	678	1,079,560
1926	813	1,352,984
1927	635	1,218,938
1928	566	1,201,323
1929	750	1,190,140
1930	709	875,146

Yearly Exports by Units

	1930	1929	1928	1927	1926	Average Unit Value 1930	1929
PASSENGER CARS							
From U. S.	159,091	339,443	369,329	278,748	238,481	\$692.00	\$691.00
From Canada	28,841	64,863	55,612	39,900	53,628	442.00	438.00
Total Pass. Cars	187,922	404,306	423,941	318,648	292,109	\$652.00	\$650.00
MOTOR TRUCKS							
From U. S.	85,546	196,758	138,768	105,447	66,775	663.00	568.00
From Canada	15,712	36,848	20,776	17,510	20,692	385.00	403.00
Total Motor Trucks	101,258	233,606	162,544	122,947	87,467	\$620.00	\$541.00
Total Cars & Trucks	289,180	637,912	586,488	441,605	379,576		
BRANCH ASSEMBLIES (Not otherwise reported)							
Cars and Trucks	159,849	187,543	72,000	80,000	157,500		
Grand Total Cars and Trucks	449,029	825,455	658,488	521,605	537,076		
TIRES (From U.S.)							
Casings	2,680,573	2,685,936	2,692,896	2,629,857	1,497,132	\$11.02	\$12.18
Inner Tubes	1,721,954	2,044,598	1,806,076	1,627,179	1,127,175	1.68	1.80
Solid	30,139	49,029	63,056	96,923	98,122	31.82	29.60
From Canada							
Casings	1,376,048	1,746,950	1,674,553	1,679,126	1,520,070	\$9.28	\$10.65
Inner Tubes	1,211,042	1,644,719	1,550,085	1,796,619	1,135,948	1.30	1.37
Solid		6,166	12,596	14,473	9,711		27.00

OTHER AUTOMOTIVE PRODUCTS

Motorcycles	10,262	16,265	18,934	19,469	22,670	\$235.00	\$228.00
Tractors	46,165	60,819	53,993	56,562	51,242	1,241.00	1,012.00
(b) Auto. Engines	60,605	95,403	124,305	97,053	118,428	92.90	107.00
(c) Marine Eng's	10,289	15,443					
Motor Boat with Engines	497						
Trailers	1,284	1,038	854	928	970	497.00	460.00
Stor. Bat. (6-volt)	283,775	354,254	338,196	301,980	283,241	6.87	9.80
Shock Absorbers	245,508	309,050	500,551				
Bumpers	18,153	39,714	67,891				
Gas & Oil Pumps	68,532	127,632	97,706				
Battery Chargers (Under 15 amp.)	16,409	40,605	60,356				
Spark Plugs	6,445,265	6,825,326	4,550,352				
Brake Lining, ft.	6,848,620	7,426,622	7,749,743				
Horns, Hand & El.	118,388	134,792					

(b) Includes 19,496 truck and bus engines, and 41,109 passenger car engines.
(c) * Marine engines include 906 Diesel or semi-Diesel, 7,241 detachable and 2,142 other types. (Porto Rico and Hawaii included.)

This information is compiled from the official export statistics provided to this magazine by the Automotive, Rubber and Agricultural Implements Divisions, Bureau of Foreign and Domestic Commerce, Department of Commerce, Washington, D. C., and the Dominion Bureau of Statistics of the Department of Trade and Commerce, Ottawa, Canada.

Foreign Sales of American Motor Vehicles

	Passenger Cars			Trucks			Total Motor Vehicles
	U. S. Exports Inc. Foreign Assemblies	Canadian Output	Total Cars	U. S. Exports Inc. Foreign Assemblies	Canadian Output	Total Trucks	
1921	48,478	61,098	109,576	12,179	5,148	17,327	126,903
1922	104,999	94,904	199,903	22,073	7,149	29,222	229,125
1923	186,448	129,228	315,676	48,629	17,210	65,839	381,515
1924	227,726	117,765	345,491	65,400	17,481	82,881	428,372
1925	321,893	135,573	457,466	106,774	26,397	133,171	590,637
1926	294,119	164,856	458,975	98,774	39,871	138,645	597,620
1927	332,036	146,827	478,863	134,348	32,227	166,575	645,438
1928	418,900	196,741	615,641	163,831	45,641	209,472	825,113
1929	451,095	207,498	658,593	282,721	55,797	338,518	997,111
1930	248,664	125,442	374,106	158,614	28,750	187,364	561,470

Foreign Assembly Plants and Sales

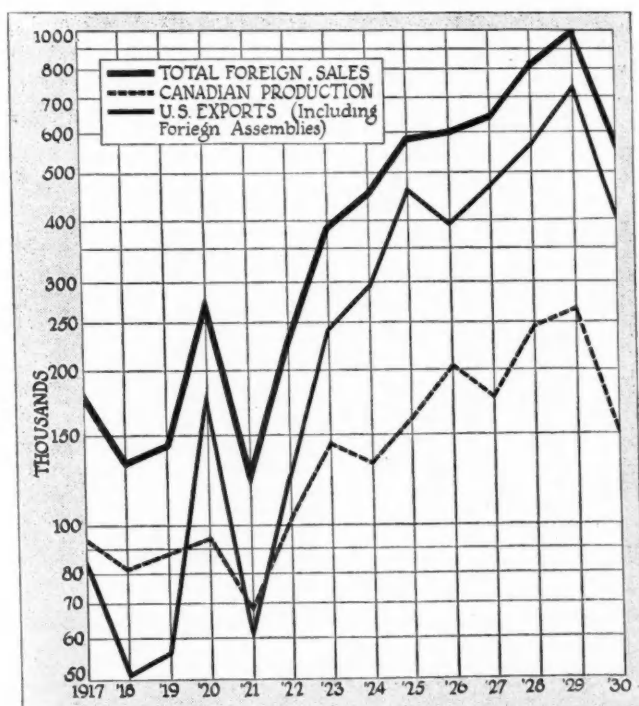
	No. of Foreign Assembly Plants	U. S. Foreign Assemblies
1922	7	45,444
1923	10	75,985
1924	17	105,547
1925	26	116,289
1926	33	79,276
1927	40	72,265
1928	68*	66,969
1929	66*	450,909*
1930		316,309*

* Includes Canadian plants of American Manufacturers and their production.

Value of Exports by Years

	1930	1929	1928	1927	1926
PASSENGER CARS					
From United States	\$110,038,542	\$234,284,194	\$263,575,739	\$207,966,456	\$176,481,302
From Canada	12,737,784	28,368,334	25,179,991	22,150,871	25,779,659
Total Passenger Cars	\$122,776,326	\$262,652,528	\$288,755,730	\$230,123,327	\$202,260,961
MOTOR TRUCKS					
From United States	\$56,754,976	\$111,435,125	\$91,360,853	\$70,123,600	\$47,079,424
From Canada	6,060,999	14,831,006	8,696,324	6,274,406	6,957,242
Total Motor Trucks	\$62,815,975	\$126,266,131	\$100,057,177	\$76,398,006	\$54,036,666
Total Cars and Trucks	\$185,592,301	\$388,918,659	\$388,812,907	\$306,521,333	\$256,297,627
PARTS and ACCESSORIES					
From United States	(See Below)	(See below)	(See below)	\$99,335,620	\$83,927,732
From Canada	1,587,571	2,350,232	2,152,082	3,434,465	5,485,486
Total Parts				\$102,770,085	\$89,413,218
TIRES					
From U. S., Total	\$33,396,322	\$32,727,361	\$38,945,410	\$40,254,722	\$30,839,589
Casings	29,544,526	27,593,926	33,066,491	33,748,013	24,358,907
Inner Tubes	2,891,291	3,671,856	3,797,836	3,499,317	3,024,177
Solid	960,505	1,461,579	2,081,083	3,006,392	3,457,505
From Canada, Total	\$14,352,652	\$18,807,707	\$19,703,247	\$20,495,892	\$17,524,940
Casings	12,773,773	16,385,869	16,735,971	16,913,065	14,645,309
Inner Tubes	1,578,879	2,255,370	2,605,729	3,143,501	2,567,105
Solid		166,468	361,547	438,926	312,526
Total Tires	\$47,748,974	\$51,535,068	\$58,648,657	\$60,750,614	\$48,364,529

Foreign Sales of U. S. Motor Vehicles



OTHER AUTOMOTIVE PRODUCTS

Motocycles	\$2,410,412	\$3,710,851	\$4,402,576	\$4,373,808	\$4,915,940
Motocycle Parts and Accessories	955,155	1,131,677			
Tractors	57,255,309	61,779,743	44,360,047	34,539,993	30,485,519
Cars and Trucks, Elec.	62,983	247,568	177,559	207,040	155,668
Automobile Engines	5,632,053	10,215,591	13,026,143	10,885,495	12,522,189
Marine Engines	4,538,759	3,914,757	3,097,623	2,056,081	1,721,726
Motor Boats with Eng.	819,450				
Trailers	639,516	477,346	396,403	419,172	339,987
Stor. Batteries (6-volt)	1,950,795	3,474,080	3,400,948	3,673,003	3,443,421
Fire Engines	75,648	146,032			
Ignition and Sprk. plugs (See below)	(See below)	(See below)	(See below)	2,006,610	1,904,103
Service Appliances				6,994,081	6,861,746
Accessories, Automotive	4,814,473	8,056,089	7,683,138		
Parts for Assembly	61,296,614	107,672,682	62,421,406		
Parts for Replacement	43,118,423	65,156,817	60,333,587		
Car and Truck Springs	801,743	869,490			
Ignition Parts	1,384,872	1,845,797	1,080,387		
Horns, hand and elec.	272,413	382,827			
(a) Serv. & Gar. Equip.	3,185,506	3,381,472	2,258,713		
Automotive Elec. Tools	1,221,989	62,091			
Tire Service Equipment	578,124	866,743	1,134,813		
Automotive Wrenches	266,757	364,519			
Gas and Oil Pumps	2,277,264	3,281,584	3,972,109		
Battery Chargers (Under 15 amps.)	155,620	235,112	289,439		
Shock Absorbers	453,505	772,030	1,253,992		
Automotive Polishes	378,575	344,903			
Bumpers	68,758	198,104	344,228		
Spark Plugs	1,730,241	2,098,114	1,417,344		
Brake Lining	1,426,721	1,520,585	1,421,658		

Total Other Automot. Prod. \$197,771,678 \$282,206,604 \$212,472,113 \$65,155,273 \$62,350,328

Grand Total \$431,112,953 \$722,660,331 \$662,085,759 \$535,197,305 \$456,425,702

(a) Not including air compressors, electrical tools, small hand tools, etc. (Porto Rico and Hawaii included).



COUNTRIES	Up to \$1,000		\$1,000-\$2,000		Over \$2,000		Total 1930		Total 1929		Total 1928	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	Units	Dollars	Units	Dollars
Europe												
Austria	115	58,307	43	46,284	13	128,305	171	232,896	68	24,688	171	105,730
Azores and Madeira Is.	56	22,646	16	15,311	26	55,926	98	93,883	74	41,437	57	33,691
Belgium	10,924	4,626,668	3,864	3,667,101	572	1,333,114	15,300	9,620,883	12,970	5,144,631	5,629	2,277,056
Bulgaria	14	7,630			1	1,782	15	9,416				
Czechoslovakia	257	167,599	170	173,200	34	75,426	461	416,225	73	48,708	68	51,793
Denmark	7,719	3,083,842	978	954,772	83	203,419	8,780	4,242,033	4,802	1,974,985	4,472	1,983,283
Estonia	23	14,553	15	16,707			38	31,280				
Finland	73	36,861	146	145,215	25	56,711	244	238,781	418	414,537	786	749,201
France	562	361,368	768	850,949	268	660,228	1,598	1,872,540	3,227	1,565,776	1,604	682,402
Germany	3,129	1,625,450	1,307	1,295,499	259	639,413	4,695	3,560,362	833	568,609	2,758	1,408,908
Gibraltar	1	738	1	790	4	10,955	6	12,483				
Greece	327	190,658	155	157,701	28	63,887	510	412,240	1,199	725,182	953	586,565
Hungary	9	5,629	22	25,579	5	12,713	36	43,921	72	51,472	82	48,789
Iceland	40	26,175	36	34,412			76	60,587	79	46,502	23	15,485
Irish Free State	110	61,924	19	18,832			129	80,706	19	18,321	83	51,681
Italy	419	219,461	156	166,416	22	60,166	597	446,043	327	169,537	430	21,245
Latvia	34	22,425	47	51,634	14	28,584	95	102,044	99	107,554	64	55,074
Lithuania	10	10,323	5	4,736			21	13,009				
Malta, Gozo and Cyprus	62	32,715	22	25,347			84	58,002			30	15,698
Netherlands	2,195	1,221,488	1,345	1,452,628	171	369,235	3,711	3,043,301	476	417,147	501	470,687
Norway	480	304,175	510	520,613	50	101,592	1,040	926,380	585	673,214	641	686,977
Poland and Danzig	166	97,439	89	98,123	24	51,824	279	247,186	1,427	1,038,714	513	418,006
Portugal	323	211,473	436	457,975	53	116,015	812	780,463	1,103	795,057	877	602,098
Rumania	215	125,927	257	235,911	25	51,436	497	413,274	1,703	1,193,103	1,267	724,644
Soviet Russia in Europe	863	444,710	139	181,972	82	238,528	1,114	865,210	1,824	1,003,551	278	389,698
Spain	1,474	739,442	1,135	1,191,325	216	495,000	2,825	2,420,761	6,131	4,101,265	4,406	2,826,565
Sweden	4,798	2,271,607	2,325	2,181,566	299	655,247	7,422	5,108,470	7,063	3,255,892	6,950	3,772,353
Switzerland	753	474,423	859	917,997	121	260,940	1,733	1,653,360	178	142,307	27	27,050
United Kingdom	3,791	1,868,033	1,194	1,199,479	199	469,400	5,184	3,536,912	17,555	6,249,262	8,163	3,841,354
Yugoslavia and Albania	134	80,806	100	106,811	22	48,936	256	236,553	137	81,199	156	96,759
North America												
Alaska							383	317,436				
Canada	13,513	8,287,860	3,976	4,475,123	868	2,243,284	18,357	15,006,267	5,694	7,958,223	6,953	8,521,331
Central America:												
British Honduras	15	5,732	1	1,250	1	2,229	17	9,211	7	4,224	4	5,250
Costa Rica	21	12,783	24	25,950	1	1,920	46	40,003	114	158,298	197	219,205
Guatemala	70	33,776	43	49,337	8	19,996	10	10,099	140	158,648	229	388,137
Honduras	106	55,889	40	48,246	5	9,272	151	113,407	131	166,344	55	49,711
Nicaragua	45	28,164	28	33,286	2	3,381	75	64,831	40	60,980	26	30,630
Panama	2,225	946,494	200	214,626	18	42,238	2,443	1,203,358	1,444	770,192	411	337,570
Salvador	29	17,239	41	42,817	8	19,309	78	79,366	34	54,865	47	43,182
Mexico	7,259	3,946,556	1,227	1,528,949	210	604,687	8,696	6,080,192	3,796	2,848,424	3,274	2,595,580
Miquelon and St. Pierre Is.	4	2,333					4	2,333				
Newfoundland and Labrador	258	149,528	67	65,321	5	11,758	330	226,607	6	2,015	40	22,409
West Indies and Bermuda:												
Bermudas	1	512					1	512				
Barbados	19	11,122	12	12,162			31	23,284				
Jamaica	620	313,077	74	79,260	3	6,481	697	398,818	350	230,054	193	193,382
Trinidad and Tobago	58	36,250	44	41,514	1	1,763	103	79,527	114	67,768	75	65,308
British West Indies, Other	151	55,510	19	18,947	4	16,088	174	90,545	78	44,789	98	56,352
Cuba	2,824	1,377,377	435	525,464	119	322,300	3,378	2,225,141	2,590	1,616,687	1,407	1,530,751
Dominican Republic	246	111,071	26	26,747	13	32,612	285	170,430	1,596	124,775	328	269,376
Dutch West Indies	200	97,662	71	77,069	1	1,855	272	176,586	306	249,005	153	157,342
French West Indies	193	93,006	37	32,497			230	125,503	105	51,685	57	32,510
Haiti, Republic of	163	76,934	51	52,223			214	129,157	67	62,806	107	102,886
Virgin Islands of U. S.	30	15,713	3	3,366			33	19,079	8	4,760	13	11,651
South America												
Argentina	11,037	4,997,570	3,520	3,604,772	449	1,033,093	15,006	9,635,435	19,915	13,648,276	15,771	12,256,545
Bolivia	20	13,765	22	22,972	4	9,881	46	46,618	224	240,035	94	126,070
Brazil	347	181,410	213	222,892	89	212,482	649	616,784	18,857	8,021,749	14,306	7,560,719
Chile	772	461,513	820	863,259	104	232,889	1,696	1,557,661	2,378	2,377,110	1,209	1,385,958
Colombia	81	48,963	147	182,531	20	48,468	248	279,962	912	1,136,176	1,314	1,999,615
Ecuador	36	22,614	54	66,250	4	8,188	94	97,052	199	160,990	75	71,721
British Guiana	1	722	10	9,205			11	9,927				
Dutch Guiana	18	7,773	6	6,092			24	13,865				
French Guiana	15	9,955			1	3,700	16	13,655				
Paraguay	59	31,344	11	10,948	1	1,848	71	44,140	129	79,283	141	120,229
Peru	207	126,762	185	184,634	14	31,724	406	343,120	1,242	764,303	714	604,825
Porto Rico	1,311	638,853	322	349,112	57	121,651	1,690	1,109,716	567	506,765	661	765,471
Uruguay	3,004	1,237,805	337	319,206	44	101,061	3,355	1,658,072	3,478	2,002,696	1,558	1,039,657
Venezuela	2,031	918,619	526	574,483	170	394,872	2,727	1,887,974	1,607	1,308,302	905	838,529
Asia												
Aden	5	2,557	3	3,025			8	5,582	41	16,697	9	12,308
Arabia	131	54,215	29	32,051	11	17,869	171	104,135	200	195,630	278	169,311
British East Indies:												
British India	3,112	1,534,881	934	937,775	86	196,595	4,132	2,669,251	8,304	3,798,039	5,340	3,314,408
British Malaya	195	143,145	164	168,405	1	2,347	360	313,897	296	128,212	121	128,418
Ceylon	81	51,321	51	48,412	2	3,026	134	102,759	457	525,419	415	433,775
China	442	293,857	119	132,324	10	22,310	571	448,491	1,566	1,461,467	899	764,136
Java and Madura	1,646	854,403	607	581,210	28	56,154	2,281	1,491,775	5,871	2,705,870	5,310	2,580,897
Dutch East Indies, Other	161	105,529	182	184,113	19	40,891	360	330,533	360	275,181	316	266,579
French Indo-China	82	37,735	14	15,237			96	52,972	219	98,627	33	16,629
Hawaii	3,985	2,345,943	266	372,243	52	135,453	4,303	2,583,639	547	666,095	668	836,788
Hong Kong	71	52,549	48	57,264	3	9,025	122	118,838	123	94,800	97	81,689
Iraq	80	32,530	42	44,710			123	79,088				
Japan	4,002	1,995,587	545	599,352	53	123,672	4,600	2,718,611	3,447	2,226,265	2,024	1,728,516
Kwantung	79	58,083	16	15,936	1	1,737	96	75,756				
Palestine	90	53,796	66	71,024	5	9,348	161	134,168	(1)	245,421	(1)	80,215
Persia	284	130,157	18	19,481	2	3,839	304	153,477	(1)	671,308	(1)	547,261
Philippine Islands	2,401	1,381,891	425	506,585	53	131,770	2,879	2,020,246	3,532	2,273,897	2,143	1,370,744
Siam	106	80,331	39	39,428	7	14,743	152	134,502	196	156,997	153	98,942
Soviet Russia in Asia	4	1,700	1	1,457	1	1,888	6	5,045	34	36,354	10	6,899
Syria	258	163,303	105	107,270	2	4,424	365	274,997				
Turkey in Asia	1,677	694,367	52	52,741	3	7,767	1,732	754,875	1,367	771,066	733	395,011
Other Asia												

(1) Including Syria.

CAR EXPORTS



COUNTRIES	Up to \$1,000		\$1,000-\$2,000		Over \$2,000		Total 1930		Total 1929		Total 1928	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	Units	Dollars	Units	Dollars
Oceania												
Australia	3,288	1,297,972	519	514,754	59	129,114	3,866	1,941,840	57,198	12,397,683	17,305	8,359,294
British Oceania	8	4,570	4	4,845	1	2,745	13	12,160	23	15,058	32	20,126
French Oceania	17	8,369	3	4,373	1	1,000	21	13,742	13	8,010	9	8,229
New Zealand	1,606	928,307	805	820,790	39	83,389	2,450	1,832,486	3,134	1,974,637	2,306	1,409,411
Africa												
Ethiopia	19	8,958					19	8,958				
Belgian Congo	68	38,629	8	8,649			76	47,278	247	150,319	140	73,896
British East Africa	104	62,270	116	110,450	2	4,894	222	177,614	315	274,345	486	442,151
Union of So. Africa	5,193	2,561,489	2,225	2,234,003	78	163,236	7,496	4,958,728				
British South Africa, Other	71	49,997	17	17,565			88	67,562	5,607	2,840,179	4,475	2,904,304
Gold Coast	42	23,131	15	16,482			57	39,613				
Nigeria	45	22,670	6	6,991	1	2,500	52	32,161				
British West Africa	1	438					1	438	99	77,279	1,362	1,328,559
Egypt	817	385,962	365	400,280	49	117,377	1,231	903,619	2,088	942,698	1,237	572,189
French Africa:												
Algeria and Tunisia	43	26,090	34	35,937	2	4,121	79	66,148	96	76,568	43	19,653
Madagascar	3	1,509					3	1,509				
French Africa, Other	112	60,702	49	47,341	1	2,035	162	110,078	374	198,741	154	82,232
Italian Africa	14	5,705					14	5,705				
Liberia	1	359					1	359	5	5,008	41	44,945
Morocco	162	94,584	147	141,359	10	19,743	319	255,686	860	533,436	747	426,214
Mozambique	52	30,789	32	29,816	4	6,242	88	66,849	134	138,786	158	110,031
Portuguese Africa, Other	43	25,032	17	16,733			60	41,825	217	119,570	122	93,336
Canary Islands	54	35,695	65	69,727	4	9,118	123	114,453	187	142,040	103	94,525
Spanish Africa, Other	9	4,881	11	12,861			20	17,242	27	21,080	28	26,679
ALL OTHER COUNTRIES									774	366,942	308	185,691
TOTAL	116,765	58,532,612	36,885	38,447,908	5,431	13,058,022	159,464	110,355,978	197,872	112,698,385	140,111	92,923,727

Department of Commerce, Automotive Division.

Ratio of U. S. Exports to Production

	Per Cent Exported							
	1930	1929	1928	1927	1926	1925	1924	1923
Passenger Cars	5.4	7.4	9.6	9.5	6.2	6.4	4.6	3.4
Trucks	15.1	26.1	26.1	23.6	13.6	11.8	7.1	6.6

AMERICAN TRUCK EXPORTS

COUNTRIES	Up to 1 Ton		1 to 2½ Tons		Over 2½ Tons		Total 1930		Total 1929		Total 1928	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
Europe												
Austria	5	3,566	53	34,012	8	9,685	66	47,263	68	24,688	171	105,730
Azores and Madeira Islands	17	10,205	18	11,558			35	21,763	74	41,437	57	33,691
Belgium	3,381	1,285,108	3,435	1,623,465	239	327,170	7,055	3,235,743	12,970	5,144,631	5,629	2,277,056
Bulgaria			31	15,243	6	6,084	37	21,327				
Czechoslovakia	70	42,323	19	15,866	3	2,157	92	60,349	73	48,708	68	51,793
*Denmark	1,582	608,647	3,063	1,327,325	142	177,018	4,787	2,112,990	4,802	1,974,985	4,472	1,983,283
Estonia	53	39,096	62	78,213	1	1,989	116	119,298				
Finland	51	38,418	177	173,565	2	3,004	230	214,987	418	414,537	786	749,210
France	286	110,886	1,099	441,580	107	14,329	1,492	700,795	3,225	1,565,776	1,604	682,402
Germany	279	129,218	583	302,525	147	236,462	1,009	668,205	833	568,609	2,758	1,408,908
Greece	277	159,847	210	134,665	14	20,128	501	314,640	1,199	725,182	953	586,565
Hungary	14	9,247	3	4,570			17	13,817	72	51,472	82	48,789
Iceland	28	17,705	46	22,968	4	2,698	78	43,371	79	46,502	23	15,485
Irish Free State	11	5,306	69	30,310			80	35,616	19	18,321	83	51,681
Italy	33	19,192	102	48,112			135	67,304	327	169,537	430	214,245
Latvia	57	39,771	96	118,958	4	7,584	157	166,313	99	107,554	64	59,074
Lithuania	21	14,170	4	4,848			25	19,018				
Malta, Gozo and Cyprus Is.	34	20,512	65	30,031			99	50,543	54	26,099	30	15,698
Netherlands	397	226,600	1,035	626,342	14	31,438	1,446	884,380	476	417,147	501	470,687
Norway	219	145,473	255	231,698	51	77,530	525	454,701	585	673,214	541	686,977
Poland and Danzig	114	60,311	298	142,424	1	2,493	413	205,228	1,427	1,038,714	613	418,006
Portugal	188	131,438	219	257,161	36	66,663	443	455,262	1,103	795,057	877	602,098
Rumania	118	80,329	66	61,460	1	6,765	185	148,554	1,733	1,193,013	1,267	724,644
Soviet Russia in Europe	236	98,685	1,495	884,345	133	451,514	1,864	1,434,544	1,824	1,003,551	2,78	389,698
Spain	1,180	775,506	1,788	1,741,888	354	512,355	3,322	3,029,749	6,131	4,101,265	4,406	2,826,565
Sweden	1,787	725,373	2,526	1,364,157	211	252,994	4,524	2,342,524	7,063	3,255,892	6,950	3,772,353
Switzerland	165	107,108	63	78,452	6	12,233	234	197,793	178	142,307	27	27,050
United Kingdom	2,632	1,075,315	266	238,012	98	141,378	2,996	1,454,705	17,555	6,249,262	8,163	3,841,354
Yugoslavia and Albania	79	54,971	32	29,206			111	84,177	137	81,199	156	96,759

* Includes Faroe Islands

AMERICAN TRUCK EXPORTS—Continued

COUNTRIES	Up to 1 Ton		1 to 2½ Tons		Over 2½ Tons		Total 1930		Total 1929		Total 1928	
	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars	No.	Dollars
North America												
Alaska.....							120	106,156				
Canada.....	1,541	1,055,216	1,600	2,441,088	737	1,970,110	3,878	5,466,414	5,694	7,958,223	6,953	8,521,331
Central America:												
British Honduras.....			2	1,150			2	1,150	7	4,224	4	5,250
Costa Rica.....	1	613	14	9,636	2	5,993	17	16,242	114	158,298	197	219,405
Guatemala.....	29	17,964	44	55,892	6	23,153	79	97,009	140	158,648	269	388,137
Honduras.....	33	23,596	45	36,193	4	9,821	82	69,610	131	166,344	55	49,711
Nicaragua.....	17	8,523	6	12,926	38	116,785	61	138,234	40	50,980	26	30,630
Panama.....	340	117,496	1,269	617,055	24	62,011	1,633	796,562	1,444	770,192	411	337,570
Salvador.....	6	4,827	11	11,848			17	16,675	34	54,865	21	43,182
Mexico.....	1,121	638,778	2,300	1,717,720	137	331,419	3,558	2,687,917	3,796	2,848,424	3,274	2,595,580
Miquelon and St. Pierre Is.....	2	1,210	1	714			3	1,924				
Newfoundland and Labrador.....	21	8,008	38	23,297			59	31,305	6	2,015	40	22,409
West Indies:												
Bermudas.....	7	8,561	3	2,135	1	5,597	11	16,293	306	249,005	98	56,352
Barbados.....	3	1,494	8	4,897			11	6,391				
Jamaica.....	47	31,720	257	185,381	6	12,269	310	229,370	350	230,054	193	193,382
Trinidad and Tobago.....	34	22,051	32	18,598	3	5,863	69	46,520	114	67,768	75	63,308
Other British West Indies.....	14	9,173	41	23,805	2	2,262	57	35,240	78	44,789	98	56,352
Cuba.....	280	153,225	2,025	1,050,361	28	73,525	2,333	1,277,111	2,590	1,616,687	1,407	153,751
Dominican Republic.....	23	15,115	53	37,516	1	1,953	77	54,588	196	124,778	328	296,376
Dutch West Indies.....	66	43,131	97	67,026	15	37,550	178	147,708				
French West Indies.....	34	18,597	81	39,143	2	1,116	117	58,856	105	51,685	57	32,510
Haiti, Republic of.....	29	16,136	85	48,257	1	2,411	115	66,804	67	62,806	107	102,886
Virgin Islands of U.S.....	1	300	2	953			3	1,253	8	4,760	13	11,651
South America												
Argentina.....	2,062	1,124,675	3,859	3,116,059	646	1,704,597	6,567	5,945,331	19,915	13,648,276	15,771	12,256,545
Bolivia.....	27	28,362	23	26,096	2	5,023	52	59,481	224	240,035	94	126,078
Brazil.....	392	137,802	116	192,261	67	201,820	575	531,891	18,857	8,021,749	14,306	7,567,109
Chile.....	239	167,224	530	491,721	141	280,463	910	939,408	2,378	2,377,110	1,209	1,385,958
Colombia.....	58	33,527	64	64,404	26	57,528	148	155,459	912	1,136,176	1,314	1,999,615
Ecuador.....	23	16,548	91	64,967	2	1,828	116	83,343	199	169,990	75	71,721
British Guiana.....			4	3,652			4	3,652				
Dutch Guiana.....	4	1,875	2	970			6	2,845				
French Guiana.....	6	2,803					6	2,803				
Paraguay.....	31	16,180	100	46,126	1	1,478	132	63,784	129	79,283	141	120,299
Peru.....	95	62,553	64	55,033	2	2,983	161	120,569	1,242	764,303	714	604,825
Porto Rico.....	151	78,332	392	233,511	46	110,383	589	422,226	567	506,765	661	765,471
Uruguay.....	281	130,270	899	481,993	40	74,712	1,220	686,975	3,478	2,002,696	1,588	1,039,657
Venezuela.....	378	200,267	1,310	795,596	106	270,935	1,794	1,266,798	1,607	1,308,302	905	838,529
Asia												
Aden.....	2	397	2	1,406			4	1,803	41	16,697	9	12,308
Arabia.....	24	10,473	91	47,273			115	57,746	200	195,630	278	169,311
British East Indies:												
British India.....	4,838	2,210,440	1,493	676,074	12	23,646	6,343	2,910,160	8,304	3,798,039	5,340	3,314,408
British Malaya.....	130	73,906	5	4,471			135	78,377	296	218,212	121	128,418
Ceylon.....	33	36,342	38	53,580	5	7,350	96	97,270	457	525,419	415	433,775
China.....	304	174,132	415	369,412	31	43,377	750	586,921	1,566	1,461,467	899	764,136
Java and Madura.....	1,038	400,195	267	242,906	24	40,944	1,329	684,045	5,871	2,705,870	5,310	2,580,897
Dutch East Indies, Other.....	152	84,526	53	45,453	3	5,420	208	135,399	360	275,181	316	266,579
French Indo-China.....	29	15,475	11	5,710			40	21,185	219	98,627	33	16,629
Hawaii.....	159	94,726	199	250,606	57	166,076	415	511,407	547	666,095	668	836,788
Hong Kong.....	76	50,108	135	46,313	6	20,089	162	116,510	123	94,800	97	81,689
Iraq.....	57	29,084	135	77,585			193	111,654				
Japan.....	1,430	794,886	824	616,346	41	64,869	2,304	1,476,101	3,477	2,226,265	2,024	1,728,562
Kwantung.....	107	98,956	52	59,834	2	3,939	161	162,729	251	245,421	82	80,215
Palestine.....	132	91,643	198	169,977	15	16,773	345	278,392	816	671,308	565	547,261
Persia.....	14	6,567	42	49,967	13	21,192	69	77,726	851	519,604	441	322,774
Philippine Islands.....	1,135	651,671	866	592,570	32	73,140	2,033	1,317,381	3,532	2,273,897	2,153	1,370,740
Siam.....	77	50,872	16	9,788			93	60,660	196	156,997	143	98,942
Soviet Russia in Asia.....	10	8,000	63	67,307	30	59,839	103	135,145	34	36,354	10	6,899
Syria.....	221	148,959	140	175,354	5	9,736	366	334,049				
Turkey in Asia.....	187	115,655	1,367	499,251	3	2,324	1,557	617,230	1,367	771,066	733	395,011
Other Asia.....												
Oceania												
Australia.....	2,923	1,507,798	3,925	1,537,091	95	144,039	6,943	3,188,928	27,198	12,397,683	17,305	8,359,294
British Oceania.....	5	3,220	2	2,337	1	988	8	6,545	23	15,058	32	20,126
French Oceania.....	1	357	1	1,084			2	1,441	13	8,010	9	8,229
New Zealand.....	469	280,911	340	382,459	77	113,482	896	776,852	3,134	1,974,637	2,306	1,409,411
Africa												
Ethiopia.....			12	6,980			12	6,980				
Belgian Congo.....	59	26,884	18	20,929	2	2,772	79	50,585	247	153,109	140	73,896
British East Africa.....	246	191,439	94	98,409	4	4,262	344	294,110	315	274,345	486	442,151
Union of South Africa.....	468	312,195	925	570,974	168	330,238	1,561	1,213,407	5,607	2,840,179	4,475	2,904,304
British South Africa, Other.....	11	6,371	20	16,477	1	2,090	32	24,938				
Gold Coast.....	30	12,016	173	178,357			203	190,373				
Nigeria.....	74	24,137	158	172,348			232	196,485				
British West Africa.....	9	4,435	6	2,878			15	7,313	99	77,279	1,362	1,328,559
Egypt.....	234	115,526	425	193,916	18	22,110	677	331,552	2,088	942,698	1,237	572,189
French Africa:												
Algeria and Tunisia.....	12	8,045	8	9,599			20	17,644	96	76,568	43	19,653
Madagascar.....			2	1,100			2	1,100				
French Africa, Other.....	60	30,183	101	69,573	17	23,666	178	123,422	374	198,741	154	82,232
Italian Africa.....			21	9,565			21	9,565				
Liberia.....	1	300					1	300				
Morocco.....	82	38,564	71	45,365	8	10,932	161	94,861	860	533,436	747	426,214
Mozambique.....	20	12,691	18	27,181	16	67,783	54	107,655	134	138,786	158	110,081
Portuguese Africa, Other.....	15	9,144	48	19,568			63	28,712	217	119,570	122	93,336
Canary Islands.....	72	45,579	83	70,864	4	3,751	159	120,194	187	142,040	103	94,525
Spanish Africa, Other.....	29	16,952	17	10,994	2	9,478	48	37,424	27	21,080	28	26,679
Other Countries.....									774	366,942	308	185,691
TOTAL	35,714	18,024,240	45,471	29,560,178	4,361	9,170,540	85,666	56,861,132	197,872	112,697,985	140,111	92,923,727

Department of Commerce, Automotive Division.

U.S. EXPORTS OF PARTS AND ACCESSORIES

COUNTRIES	Parts for Assembly	Parts for Replacement	Auto Accessories	Service Equipment	Tire Service Equipment	Shock Absorbers	Springs, Auto and Truck	Gasoline and Oil Pumps	Spark Plugs	Storage Batteries	Starting, Lighting and Ignition	Asbestos Brake Lining	
	Value	Value	Value	Value	Value	Value	Value	Value	Value	No. Value	Value	Feet Value	
Austria	\$46,414	\$202,309	\$7,477	\$5,589	\$77	\$96	\$331	\$1,614		57	\$819	21,557	\$6,038
Azores and Madeira Is.	304	12,327	1,044	227			71	205		132	720	450	255
Belgium and Luxemburg	3,740,703	2,206,967	73,300	34,465	5,839	78	1,965	21,282	\$31,075	705	6,998	65,466	11,184
Bulgaria		5,763	508		215		611	3,960	860	4	24	9,104	1,878
Czechoslovakia	2,072	119,485	6,635	8,144	1,894	114	1,053	3,347	7,678	40	418	4,045	968
Denmark	3,338,968	1,407,568	71,112	30,963	2,800		1,774	1,510	20,666	10,365	56,730	158,026	35,965
Estonia		22,645	338	344	1,218			313	11	80	922	749	133
Finland	102,132	184,042	12,000	6,592	3,652	621	841	731	7,425	2,103	16,225	83,653	24,059
France	5,244,073	1,295,575	41,072	159,594	17,533	12,494	6,051	24,871	634,989	560	4,223	122,024	20,885
Germany	3,624,960	1,474,052	78,782	83,960	9,545	10,260	299	81,378	145,276	114	1,163	102,456	20,264
Gibraltar		532	96						268			61	18
Greece	4,337	190,892	9,062	2,667	1,208		17,595	1,099	4,529	1,463	10,093	41,765	13,848
Hungary	729	77,045	1,822	1,941	2,527	25	273	145	1,459	35	181	37,545	7,582
Iceland	339	25,481	4,557	1,104	105		7,723		6	190	1,389	2,014	658
Irish Free State	165,638	37,963	722	47,297	405		502	1,515	424	30	75	49	116
Italy	216,693	168,630	56,810	60,733	2,803	61,532	966	133,845	106,640	116	995	285,930	33,085
Latvia	30	38,672	1,120	198	905	25,200		315		46	398	412	80
Lithuania		11,035	317	51	777		1,110	159	5,114	6	63	1,215	234
Malta, Gozo and Cyprus		29,335	2,107		311		795		94	207	1,668	1,014	203
Netherlands	391,779	630,840	39,797	72,278	612	493	6,188	20,878	21,377	3,862	25,158	82,252	14,316
Norway	35,026	188,388	14,457	13,967	3,019	574	839	10,405	13,775	3,992	28,733	63,677	13,111
Poland and Danzig	29,102	243,997	16,708	5,288	2,564	2,820	130	16,000	7,060	61	524	20,652	3,930
Portugal	1,119	176,378	8,743	10,136	3,667	390	3,066	1,148	6,201	1,372	10,755	360	7,484
Roumania	71	204,676	2,917	5,048	73		8,926	8,737	2,941	426	3,259	58	49,424
Soviet Russia	2,038,544	1,287,033	91,796	486,913	26,236	189		832	27,623	526	3,689	271,834	
Spain	2,680,179	892,834	100,485	28,919	6,988	75	2,882	2,296	63,442	4,256	33,613	410	39,166
Sweden	182,843	1,059,299	91,129	43,672	10,206	7,008	395	2,548	33,536	4,31	27,523	198,516	43,692
Switzerland	10,854	151,963	14,863	21,018	1,451	1,551	265	1,191	26,157	2,215	18,640	21,806	4,260
Turkey (in Europe)													
United Kingdom	6,379,407	3,064,428	174,720	416,146	88,945	35,355	6,175	739,599	8,576	89	899	17,279	24,141
Yugoslavia and Albania	16	38,214	1,569	906	1,978		3,230	3,835	5,302	105	869	27,060	5,200
United States													
Canada	17,154,802	6,582,725	1,951,380	394,318	118,337	253,476	70,449	210,949	200,999	8,298	52,136	702,498	956,654
British Honduras	170	5,770	372	124	218		86	642	162	57	470	973	516
Costa Rica	116,308	14,198	2,717	99	141		350	24,202	334	395	5,490	226	6,577
Guatemala	180	54,285	10,028	1,769	465		29,393	1,312	1,064	1,081	9,122	2,263	16,884
Honduras	3,313	30,711	9,255	1,090	1,109	25	1,454	488	1,558	236	1,942	1,958	2,506
Nicaragua	6,360	21,735	4,042	770	48		1,268	1,555	535	270	2,067	505	1,470
Panama	270,308	111,598	13,642	16,596	1,657	33	3,089	6,177	10,848	2,510	20,335	2,975	17,201
Salvador	6,941	38,354	11,261	1,903	182	64	1,083	2,533	1,018	280	2,758	7,250	2,034
Mexico	2,064,385	1,045,871	126,517	81,172	29,456	1,098	9,050	66,682	31,415	3,299	22,966	24,425	217,664
Newfoundland	5,852	37,909	8,487	1,221	287	97	779	2,749	93	621	5,074	647	2,511
Barbados	653	26,112	842	905	57		439	215	191	300	2,312	147	2,041
Jamaica	3,717	140,776	7,637	5,215	619	229	6,361	13,649	583	1,911	14,032	399	10,101
Trinidad	3,888	86,255	2,191	6,596	928		1,300	1,891	132	1,252	8,910	820	9,011
Other British West Indies	2,279	50,727	2,369	4,514	136		171	2,633	669	538	5,406	892	6,541
Cuba	221,919	520,619	31,256	22,043	5,349	1,309	40,790	21,725	17,438	8,500	50,988	14,930	159,821
Dominican Republic	4,751	50,690	5,066	2,763	253	72	2,161	3,574	417	438	2,829	449	5,052
Dutch West Indies	12,381	81,431	7,384	7,825	1,015	530	4,531	2,146	713	546	4,535	1,906	3,420
French West Indies	1,061	86,763	1,147	722	138		397	239	99	336	2,146	3,389	714
Haitian Republic	315	52,825	6,200	3,765	363	36	988	3,900	332	162	1,221	274	5,942
Virgin Islands	72	5,586	551	48	13		878	216	79	103	988	207	38
Argentina	5,712,153	3,240,241	366,195	219,766	47,060	19,812	11,160	57,614	63,327	43,156	289,737	13,894	545,764
Bolivia	1,192	41,595	5,300	1,977	964		704	269	497	240	1,867	535	3,071
Brazil	729,776	859,709	77,471	152,308	7,493	504	31,016	204,188	8,689	6,239	37,977	1,271	556,526
Chile	1,172,044	758,420	77,324	78,957	20,528	4,724	83,056	65,016	11,243	6,513	45,294	6,459	152,971
Colombia	10,160	246,671	24,783	8,997	3,809	807	21,808	11,080	6,479	2,827	23,869	2,770	43,767
Ecuador	4,480	26,540	3,814	1,604	1,650	213	1,931	2,662	784	412	3,774	12,534	3,197
Dutch Guiana	709	8,119	1,171	904	2,523	326	402	1,056	255	114	794	408	2,381
French Guiana		3,641	3,790	44	4			155	89	689	446	456	437
Paraguay	386	19,337	1,744	909	424		1,443	53	149	437	3,089	2,033	368
Peru	1,335	161,837	17,201	11,054	7,210	116	8,529	3,432	5,367	1,558	15,913	4,226	5,806
Uruguay	382,380	334,711	50,308	50,576	3,441	566	4,856	27,201	5,299	8,213	55,470	1,196	60,833
Venezuela	451,365	429,756	95,792	22,582	6,382	50	17,057	12,848	12,413	3,692	27,614	11,796	49,961
Aden		6,196	701	46	213		386	819	189	129	1,123	48	612
British India	13,720	1,404,377	74,869	39,398	15,032	58	42,183	32,833	4,023	24,932	172,114	17,463	190,737
British Malaya	664	403,750	17,264	11,502	2,443		11,060	8,242		6,371	43,567	3,244	129,636
Ceylon	180	65,609	3,578	2,626	172		11	3,890	347	1,224	10,458	2,216	13,730
China	80,339	396,786	31,571	8,186	1,321	45	16,616	39,449	15,483	6,907	45,626	20,072	118,214
Java and Madura	5,004	695,112	35,022	8,920	906	104	20,803	30,917	19,403	8,944	57,049	5,402	132,638
Other Dutch East Indies	1,020	196,203	11,356	5,878	915		9,608	10,579	8,878	3,856	20,520	1,100	66,760
French Indo China	381	6,273	2,266	1,630				2,018		489	3,398		2,700
Hongkong	4,297	104,227	10,062	5,296	1,806		8,279	7,323	3,173	2,105	14,727	816	35,503
Iraq	865	60,303	4,229	1,134	68		14,086	3,950	320	378	3,308		404
Japan	2,456,928	1,307,647	72,771	36,031	8,565	187	22,370	22,752	11,891	2,028	14,267	164,003	653,782
Kwantung		45,517	4,995	302	256		1,444	505		1,714	984	6,191	909
Palestine	1,214	40,003	1,394	1,064			298		1,451	430	3,444	65	708
Perai	43,042	118,812	2,677	803	814		13,937	5,834	757	328	2,701	1,188	985
Philippine Islands	8,059	733,940	53,840	24,901	5,799	428	26,524	31,848	16,967	7,093	51,319	9,216	100,951
Siam	286	112,958	10,533	2,813	174		11,119	1,626	12,410	1,819	13,848	1,317	1,364
Syria	14,306	147,119	3,243	3,674	83		3,602		3,384	1,163	8,259	996	42,879
Turkey (in Asia)	984,428	231,398	13,628	759	77		7,779	2,405	2,665	458	2,793	876	9,736
Australia	661,564	1,826,657	138,538	73,612	50,893	451	1,405	16,136	504	772	4,794	9,532	436,306
British Oceania		12,299	1,653	166	89		393		266	231	1,784	61	2,870
French Oceania	2,201	3,862	2,186	22	15		168	115		692	459	356	326
New Zealand	153,117	830,083	186,760	69,209	6,829		7,537	24,542	3,318	9,882	71,733	2,604	165,415
Belgian Congo	22,521	81,524	2,063	75			1,264	550	1,621	188	1,747		33,525
British East Africa	12,496	271,876	21,784	1,235	757	46	13,610	1,835	556	2,539	18,737	500	35,490
Union of South Africa	32,396	1,297,416	110,638	107,781	5,925	3,249	40,029	43,049	6,071	28,573	202,279	3,621	135,942
British West Africa	114,330	298,118	7,119	1,848	365		8,630	484	2,342	787	7,530	2,453	17,474
Other South Africa		7,695	535	123	314	36							

1930—Mergers, Acquisitions and

Bendix Aviation Corp. acquired Hydraulic Brake Associates, Ltd., March 20.

Bendix Aviation Corp. purchased Bragg-Kliesrath Corp. Feb. 10.

Bendix Aviation Corp. takes over assets Consolidated Instrument Co., July 14.

Bendix-Stromberg Carburetor Co. is the new name of Stromberg Motor Devices Co., May 1.

Borg-Warner Corp., Chicago, acquired Chicago Rolling Mills Co., West Pullman, Ill., Feb. 17.

Brunner-Winkle Aircraft Corp. changes name to Bird Aircraft Corp., Sept. 9 (reorganization).

Briggs & Stratton Corp., Milwaukee, acquired I. X. L. Metal Spring Cover Co., March 10.

Chausson-Gullay-Moreux, French radiator manufacturers, merge commercial interests, Dec. 16.

Checker Cab Co. buys Parmelee Transportation Co., N. Y., Sept. 10.

Chevrolet Aircraft Corp. became affiliated with Glenn L. Martin Aircraft Corp., Baltimore, Jan. 12.

Cochise Rock Drill Mfg. Co., Los Angeles, Calif., purchased by Independent Pneumatic Tool Co., June 23.

Cooper-Hewitt Electric Co., New York, changed name to General Electric Vapor Lamp Co., Jan. 1.

Corbitt Co., new name of Corbitt Truck Co. of North Carolina, Jan. 12.

Cord Corp. buys L.G.S. Mfg. Co. (Indianapolis), Sept. 25.

Curtiss-Wright Export Corp., new name of Curtiss Aeroplane Export Corp., Jan. 12.

Cutler-Hammer, Inc., buys Regnolite, div. of Reynolds Spring Co., Aug. 4.

Dayton Aircraft Engine Co. merged with Pheasant Aircraft Corp., Aug. 16.

R. G. Dun Corp. merges National Credit Office—R. G. Dun & Co., Dec. 11.

DiVco-Detroit Corp. buys Step-N-Drive Corp., Buffalo, Sept. 18.

Drawn Steel Tube Co. (new) takes over defunct Appleton Steel Tube Co., Appleton, Wis., July 1.

Duckworth Chain & Mfg. Co., Springfield, Mass., merged with Baldwin Chain & Mfg. Co., March 4.

du Pont Motors, Inc., Wilmington, Del., acquired Indian Motorcycle Co., Springfield, Mass., May 22.

Eaton Axle & Spring Co., Cleveland, and Wilcox Rich Corp., Detroit, merged April 2.

Electric Auto-Lite Co., Toledo, acquired Brown Mfg. Co. (lamps), Columbus, Ohio, Jan. 10.

Ex-Cell-O Aircraft & Tool Corp., Detroit, acquired Airports & Tool Corp., Detroit, Feb. 24.

Ex-Cell-O Aircraft & Tool Corp. acquired Continental Tool Works, May 5.

Faith Mfg. Co. succeeds Kingsley-Miller Co., Chicago, Nov. 17.

Farm Tools, Inc. (new), combines Vulcan Plow Co., Roderich Lean Co., Ohio; Roderich Lean Co., Indiana; Hayes Pump & Planter Co., Peoria Drill & Seeder Co., Aug. 4.

Ford Motor Co. purchased United States Pressed Steel, Ypsilanti, Mich., Feb. 24.

General Auto Devices Co., Chicago, sold to Krone-Sebek Die Casting & Mfg. Co., Chicago, Sept. 4.

General Aviation Corp. is new name of Fokker Aircraft Co. of America, June 18.

General Motors Corp. purchased Winton Engine Co., Cleveland, May 15.

General Motors Corp. purchases Electro-Motive Co., Cleveland, Nov. 10.

B. F. Goodrich Co., Akron, acquired Miller Rubber Co., Feb. 17.

Corporations Organ

Acme Motor Truck Corp. organized by Acme Motor Truck Co., Detroit, Feb. 5.

Aeromotive Engineering Co., Chicago, organized Aug. 4.

Alloys Foundry Corp. formed at West Paterson, N. J., March 4.

American Agricultural Implement Co., Chicago, chartered Aug. 4.

Appleton Steel Tubes Co., Appleton, Wis., dissolved April 28.

Associated Alloy Steel Co., Inc., Cleveland, formed by Timken Roller Bearing Co., Sharon Steel Hoop Co., and Ludlum Steel Co., Feb. 11.

Aztec Export Corp. formed (subsidiary of Asbestos Textile Co.) Aug. 18.

Bendix-Westinghouse Automotive Air Brake Co. formed by Bendix Aviation Corp. and Westinghouse Air Brake Co., Feb. 27.

Birmingham Rubber Products Co. reorganized by Birmingham Tire & Rubber Co. stockholders, Jan. 20.

Borg-Warner Service Parts Co., Chicago, formed by Borg-Warner Corp., Feb. 10.

Brooks Steam Motors, Ltd., Stratford, Ont., liquidated upon court order, June 9.

Chrysler Corp. forms Amplex Mfg. Co., Sept. 11.

De Vaux-Hall Motors, Inc., Dec. 15, replaces Durant Motors of California. Norman De Vaux, president.

Essex Wire Corp., Detroit, formed Feb. 8. A. E. Holton, president.

Fawick Mfg. Co. formed by Waukesha Motors Interests. Thos. F. Fawick, president, Milwaukee, Nov. 3.

General Motors Acceptance Corp. of South America, formed by G.M.A.C., Jan. 6.

General Motors Corp. formed G.M. Management Corp. March 5, to replace Managers Securities Co., formed in 1923.

Gilbert & Barker Mfg. Co. of Canada, Ltd., London, Ont., formed by Gilbert & Barker Mfg. Co., Springfield, Mass.

Globe Stainless Tube Co. formed subsidiary of Globe Steel Tube Co., Milwaukee, Dec. 23.

Goodyear Tire & Rubber Co. of Argentina, Inc., Buenos Aires, formed by Goodyear Tire & Rubber Co., Akron, May 6.

Guthier Airplane Co., Chicago, formed Sept. 2. John Cordon, R. E. Guthier, G. J. Schafer, incorporators.

Heinen Air Yacht Corp. formed April 26. Capt. Anton F. Heinen, president.

Highway Transport Corp. formed by General Motors Truck Corp., Jan. 8.

Changes in Corporate Names

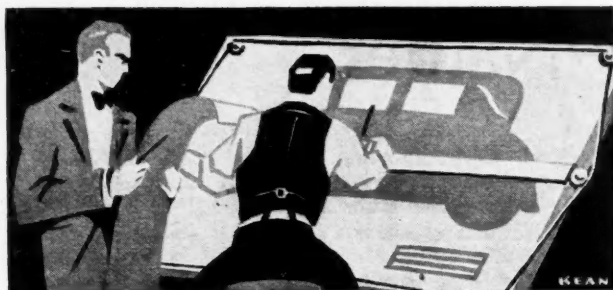
Hein-Werner Mfg. Co. buys Mueller Engineering Works, Waukesha, Wis., Nov. 17.
 Houdaille-Hershey Corp. acquired Schwitzer-Cummins Co., Indianapolis, Jan. 10.
 Houdaille-Hershey Corp. acquired Lyon Tire Cover Co., May 12.
 Hydraulic Hoist Mfg. Co., St. Paul, acquired by Wood Hydraulic Hoist & Body Co., Detroit, Jan. 23.
 Ingersoll Steel & Disc Co., new name of Galesburg Coulter-Disc Co., subsidiary of Borg-Warner Corp., Feb. 27.
 S. L. Jackson, Lima, Ohio, acquired Fremont Auto Fabrics Co., Jan. 1.
 Kari-Keen Mfg. Co., Sioux City, Iowa, acquired Irving Mfg. Co., Buffalo, N. Y.
 Kelsey-Hayes Wheel Corp. purchased Jaxon Steel Products Co. from General Motors Corp., June 23.
 Lamson-Sessions Co., Cleveland, acquired Foster Bolt & Nut Mfg. Co., Cleveland and Chicago, Feb. 4.
 Lever Motors Corp. formed by Elcar Motor Co., Elkhart, Ind., and Lever Motors Corp. of Indiana, July 10.
 Libbey-Owens Co. and Edward Ford Co., both of Toledo, merged May 19.
 Mansfield Tire & Rubber Co., Mansfield, Ohio, buys Century Tire Co., Chicago, July 29.
 Milwaukee Stamping Co., Milwaukee, acquired Litterer Bros. Mfg. Co., Chicago, Jan. 1.
 Moon Motor Car Co. and Gardner Motor Car Co., both of St. Louis, consolidated sales and engineering staffs, April 2.
 Moon Motor Car Co., St. Louis, and Kissel Motor Car Co., Hartford, Wis., merger by New Era Motors, Inc., May 8.

Motor Wheel Corp., Lansing, acquired Earle K. Baker interest, Baker Wheel & Rim Co., and Universal Rim Co., May 20.
 Muskegon Motor Specialties Co. acquired Jackson Motor Shaft Co., May.
 N. A. T. buys Stout Air Lines (Cleveland to Detroit), Sept. 13.
 New Way Motor Co., Lansing, formed in 1905, dissolved March 11. J. W. Wilford, receiver.
 Noonan-Malstrom Co. purchases Monighan Foundry Co., Chicago, Nov. 3. Monighan becomes division of Noonan.
 North American Aviation, Inc., acquired Ford Instrument Co., Long Island City, Feb. 18.
 Peerless Motor Car Corp. and Bucciali Freres enter reciprocal manufacturing and merchandising arrangements, April 6.
 Schultz Die Casting Co. (new), purchases Toledo Tap Co., July 2.
 Spicer Mfg. Corp., Toledo, buys Superior Universal Products Co., Bowling Green, Ohio, July 1.
 Transitone Radio Corp., Philadelphia Storage Battery Co., entered manufacturing-sales agreement, June 30.
 Van Sicklen Corp., New York (subsidiary of Allied Motor Industries, Inc.), acquired Lorraine Corp., Jan. 1.
 Vogt Mfg. Co., Rochester, acquired Waterloo Textile Corp., Jan. 27.
 Joseph Weidenhoff, Inc., buys Apollo Motor Gauge Co., Chicago, Nov. 19.
 Wisconsin Aircraft Co. sold Dec. 15 (Chippewa Falls, Wis.) to Dayton Kirby and Norman Deuel.
 York-Hoover Body Corp., York, Pa., acquired York Knitting Mills Co., Jan. 5.

ized and Dissolved—1930

Issoudun Aircraft Co. formed March 29. Major T. G. Lanphier, president, March 28.
 Lawrance Engineering and Research Corp. formed by Charles L. Lawrance, N. Y., Sept. 24.
 Master Tire & Rubber Co., Akron, organized April 29.
 Michigan Steel Tube Products Co. forms Miller-Shelby Products Division (Shelby, Ohio), Dec. 22.
 Michelin Tire Co. (U. S.) Milltown, N. J., plant permanently ceased operating Sept. 15.
 Nash-Ohio Engine Co., Alliance, Ohio, incorporated Jan. 20 (Diesel engines).
 National Boat Builders, Registered, formed as division of National Steel Car Corp., Hamilton, Ont., Nov. 11.
 New Way Motor Co., Lansing, dissolved May 5.
 Packard Cable Co. formed as subsidiary of Packard Electric Co., Toronto, Dec. 6.
 Powercraft Motors Co. replaces Wright-Tuttle Aircraft Co., Anderson, Ind., Oct. 20, reorganization.
 Republic Research Corp. formed by Republic Steel Co., Massillon, Ohio, April 21.
 S. P. A. Truck Corp. formed by Studebaker Corp., June 30.
 Second Managers Securities Corp. formed by General Motors Corp., Jan. 20.
 Sheffield Steel Corp. (assigned to American Rolling Mills Co.), June 30.

Snap-On Tools, Inc., reincorporated to hold Snap-On Wrench Co., Sept. 22, Kenosha.
 Societe Bendix, Paris, formed as French unit of Bendix Aviation Corp., May 1.
 Sparton of Canada, Ltd., London, Ont., formed by Sparks Withington Co., Jackson, Mich., Jan. 30.
 Stanley Steam Motors Corp., Del., charter, Dec. 4.
 F. B. Stearns Co., Cleveland (formed in 1898), dissolved Jan. 1.
 Stoll Mfg. Co., Inc., replaces Stoll Mfg. Co., in reorganization Nov. 17, La Crosse, Wis.
 Stromberg Motoscope Corp., Chicago, incorporated April 26 by E. A. Stromberg and associates.
 Syracuse Perfection Castings, Inc., sold at auction Aug. 26.
 Troy Trailer & Wagon Co., sold at auction Nov. 17, Troy, Ohio.
 Tyson Roller Bearing Co. formed in Massillon, Ohio, by Frank Tyson.
 Visco-Meter Corp., Buffalo, formed by A. B. Schultz and William Clare (formerly of Houde), Jan. 1.
 Wayne Chemical Co., Detroit, new name of Wayne Soap Co., Jan. 1.
 Wisconsin Aluminum Foundry Co., Inc., replaces Wisconsin Aluminum Foundry, reorganization, Manitowoc, Wis., Oct. 28.



SPECIFI

AMERICAN PASSENGER

MAKE AND MODEL	GENERAL			CLUTCH					GEARSET				REAR AXLE									
	Wheelbase (Ins.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Facings			Make	Location	Number of Forward Speeds	Low Gear Ratio	Universals Type and Make	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (Ins.)	Differential Make
							Maximum Dia. (Ins.)	Minimum Dia. (Ins.)	Number													
Auburn 8-98	127	5.50/17	Long 9ABM	SP.	1-1	10	5 1/2	6 1/2	2	Det. W-G.	Eng.	3	2.873	m-V-P mf-Spi.	Col.	1/2 F.	SB.	4.45°	Spr. TT	Spr. TT	9 1/4	N-P.
Austin 75		3.75/18																				
Buick 8-50	114	2245	5.25/18	Own.	SP.	1-1	9 1/2	6 1/4	2	Own.	Eng.	3	3.00	m-Own.	Own.	1/2 F.	SB.	4.54	TT	TT	8	BLC
Buick 8-60	118	2870	5.50/19	Own.	SP.	1-1	9 1/2	6 1/4	2	Own.	Eng.	3	3.03	m-Own.	Own.	1/2 F.	SB.	4.18°	TT	TT	8 1/2	BLC
Buick 8-80	124	3275	6.50/19	Own.	dp.	3-2	9	6 1/2	4	Own.	Eng.	3	3.149	m-Own.	Own.	1/2 F.	SB.	4.27	TT	TT	8 1/2	BLC
Buick 8-90	132	3315	6.50/19	Own.	dp.	3-2	9	6 1/2	4	Own.	Eng.	3	3.149	m-Own.	Own.	1/2 F.	SB.	4.36°	TT	TT	8 1/2	BLC
Cadillac 355	134	6.50/19	Own.	dp.	3-2	10	7	4	Own.	Eng.	3	2.5	m-Spi.	Own.	1/2 F.	SB.	4.54	TT	TT	8 1/2	BLC	
Cadillac 370	140-143	7.00/19	Own.	dp.	3-2	10	7	4	Own.	Eng.	3	2.5	m-Spi.	Own.	1/2 F.	SB.	4.54°	TT	TT	8 1/2	BLC	
Cadillac 452	148	7.50/19	Own.	dp.	3-2	10	7	4	Own.	Eng.	3	2.5	m-Spi.	Own.	1/2 F.	SB.	4.39°	TT	TT	8 1/2	BLC	
Chevrolet 109		4.75/19	Own.	SP.	1-1	9	6 1/4	2	Own.	Eng.	3	2.75	m-Own.	Own.	1/2 F.	SB.	3.82	TT	TT		Own	
Chrysler Six 116		5.25/19	Own.	SP.	SP.	9 1/2	6 1/4	2	Own.	Eng.	3	2.75	m-Own.	Own.	1/2 F.	SB.	3.82°	Spr.	Spr.			
Chrysler 70 182 1/2		5.50/18	Own.	SP.	SP.	10	6 1/4	2	Own.	Eng.	4	3.627	m-Own.	Own.	1/2 F.	SB.	4.1	Spr.	Spr.			
Chrysler Eight 186 1/2		5.50/18	Own.	SP.	SP.	10 1/2	6 1/4	2	Own.	Eng.	4	3.627	m-Own.	Own.	1/2 F.	SB.	3.81°	Spr.	Spr.	8 1/2		
Chrysler Imperial 211 1/2		7.00/18	Long. 11A	SP.	2-1	11 1/2	6 1/4	2	Det. Own.	Eng.	3	3.11	m-UPM	Col.	1/2 F.	I-Hyp.	4.41°	Spr.	Spr.	8	Own	
Cord L-29 137 1/2		7.00/18	Own. V-9	MD	7-7	8 1/2	6 1/4	14	Own.	Eng.	3	3.39	m-Mec.	Tim.	1/2 F.	Wo	4.25°	Spr.	Spr.	8	Tim.	
Cunningham V-9 132-142		7.00/20	Own.	SP.	-1	8 1/2	6 1/4	2	Eng.	3	2.75	m-Spi.	Own.	1/2 F.	SB.	4.33	Spr.	Spr.				
De Soto Six SA 116		5.00/19	Own.	SP.	-1	8 1/2	6 1/4	2	War.	Eng.	3	2.75	m-Spi.	Ada.	1/2 F.	SB.	4.6	Spr.	Spr.	8 1/4		
De Soto Eight CF 177 1/2		5.25/19	Own.	SP.	-1	8 1/2	6 1/4	2	War.	Eng.	3	2.75	m-Spi.	Own.	1/2 F.	SB.	4.66	Spr.	Spr.			
De Vaux Six 113		5.00/19	B&B	SP.	-1	8 1/2	6 1/4	2	Own.	Eng.	3	2.75	m-Spi.	Own.	1/2 F.	SB.	4.9	Spr.	Spr.			
Dodge Six 114		5.00/19	Own.	SP.	-1	8 1/2	6 1/4	2	Own.	Eng.	3	2.75	m-Spi.	Own.	1/2 F.	SB.	4.6	Spr.	Spr.			
Dodge 6 169 3/4	2080	5.00/19	Own.	SP.	-1	8 1/2	6 1/4	2	Own.	Eng.	3	2.75	m-Spi.	Own.	1/2 F.	SB.	4.9	Spr.	Spr.			
Dodge 8 176 3/4	2414	5.50/18	Own.	SP.	-1	8 1/2	6 1/4	2	Own.	Eng.	3	2.75	m-Spi.	Own.	1/2 F.	SB.	4.6	Spr.	Spr.	8 1/4		
Dodge 118		5.50/18	Own.	SP.	-1	8 1/2	6 1/4	2	Own.	Eng.	3	2.75	m-Spi.	Own.	1/2 F.	SB.	4.6	Spr.	Spr.			
Duesenberg 142-153 1/2		7.00/19	Long.	dp.	3-2	11	6 1/4	4	Own.	Eng.	3	2.48	m-Spi.	Own.	1/2 F.	Hyp.		TT	TT			
duPont G 141		7.00/20	Long.	dp.	3-2	11	6 1/4	4	W-G.	Eng.	3		m-Spi.	Col.	1/2 F.	SB.		Spr.	Spr.			
Durant 6-14 172 1/2		5.00/19	B&B. 9RD	SP.	2-1	8 1/2	6 1/4	2	Own.	Eng.	3	3.32	m-Spi.	Own.	1/2 F.	SB.	4.40	Spr.	Spr.	8 1/4	Own	
Durant 6-17 176 1/2		5.50/19	B&B.	SP.	2-1	9 1/2	6 1/4	2	Own.	Eng.	4	3.74	m-Spi.	Own.	1/2 F.	SB.	3.72	Spr.	Spr.		Own	
Essex Super 6 113		5.00/19	Own.	SP.	No.	No.	No.	No.	Own.	Eng.	3		m-Spi.	Own.	1/2 F.	SB.	5.4°	Spr.	Spr.		Own	
Ford A 103 1/2		4.75/19	Own.	SP.	2-1	9	3 3/4	2	Own.	Eng.	3		m-Own.	Own.	1/2 F.	SB.	3.77	TT	TT		Own	
Franklin 15 Trans. 125-132		4.75/19	B-L.	SP.	1-1	11 1/2	7 1/4	2	W-G.	Eng.	4	3.54	m-Spi.	Own.	1/2 F.	SB.	4.54°	Spr.	Spr.	8 1/4	Own	
Franklin 15 DeLuxe 132		6.50/19	B-L.	SP.	1-1	11 1/2	7 1/4	2	W-G.	Eng.	4	3.54	m-Spi.	Own.	1/2 F.	SB.	4.73°	Spr.	Spr.	8 1/4	Own	
Gardner 136 122		5.50/19	B&B.	SP.	2-1	8 1/2	6 1/4	2	W-G.	Eng.	4	3.74	m-Spi.	Col.	1/2 F.	SB.	4.45°	Spr.	Spr.	9	N-P.	
Gardner 148 125		5.50/19	B&B.	SP.	2-1	8 1/2	6 1/4	2	W-G.	Eng.	4	3.74	m-Spi.	Col.	1/2 F.	SB.	4.45°	Spr.	Spr.	9	N-P.	
Gardner 158 130		6.50/18	B&B.	SP.	2-1	9 1/2	6 1/4	2	W-G.	Eng.	4	3.74	m-Spi.	Col.	1/2 F.	SB.	4.45°	Spr.	Spr.	8	N-P.	
Graham Std. 6 115		5.50/18	Long.	SP.	-1	9 1/2	5 1/2	2	W-G.	Eng.	3	3.03	m-Spi.	Own.	1/2 F.	SB.	4.3	Spr.	Spr.	8 1/2		
Graham Spec. 6 115		5.50/18	Long.	SP.	-1	9 1/2	5 1/2	2	W-G.	Eng.	4	3.54	m-Spi.	Own.	1/2 F.	SB.	4.1	Spr.	Spr.	8 1/2		
Graham Spec. 8-20 120		6.00/17	Long.	SP.	-1	9 1/2	5 1/2	2	W-G.	Eng.	4	3.54	m-Spi.	Own.	1/2 F.	SB.	4.1	Spr.	Spr.			
Graham Cus. 8-34 134		6.50/18	Long.	SP.	-1	11	6 1/2	2	W-G.	Eng.	4	3.54	m-Spi.	Own.	1/2 F.	SB.	4.1	Spr.	Spr.	9		
Hudson Great 8 119-126		5.50/18	Own.	SP.	1-1	No.	No.	No.	Own.	Eng.	3		m-Spi.	Own.	1/2 F.	SB.	4.64°	Spr.	Spr.	7 1/2	Own	
Hupmobile S2 113 1/2		5.50/19	B&B. 9Q	SP.	2-1	8 1/2	6 1/4	2	W-G.	Eng.	3	2.86	m-Mec.	Sal.	1/2 F.	SB.	4.70°	Spr.	Spr.	8 1/2	Sal.	
Hupmobile L 118		5.50/19	B&B. 10A-1	SP.	2-1	9 1/2	6 1/4	2	W-G.	Eng.	3	2.87	m-U-P	Sal.	1/2 F.	SB.	4.55	Spr.	Spr.	8 1/2	Sal.	
Hupmobile C 121		6.00/19	Long 9ABM	SP.	2-1	10	5 1/2	2	W-G.	Eng.	3	2.87	m-U-P	Own.	1/2 F.	SB.	4.55	Spr.	Spr.	8 1/2	BLC	
Hupmobile H, U 125-137		6.50/19	Long 20AM	dp.	3-2	9 3/4	6 1/4	4	W-G.	Eng.	3	2.84	m-U-P	Own.	1/2 F.	SB.	4.08°	Spr.	Spr.	9 1/2	BLC	
Jordan 80 120		5.50/18	Long. 9AB	SP.	2-1	9 1/2	5 1/2	2	W-G.	Eng.	3		m-Cle.	Col.	1/2 F.	SB.	4.9	Spr.	Spr.	8	N-P.	
Jordan 90 125		6.00/18	Long. 9AB	SP.	2-1	9 1/2	5 1/2	2	W-G.	Eng.	3		m-Cle.	Col.	1/2 F.	SB.	4.45°	Spr.	Spr.	8	N-P.	
LaSalle 345 134		6.50/19	Own.	dp.	3-2	10	7	4	Own.	Eng.	3	2.5	m-Spi.	Own.	1/2 F.	SB.	4.91°	TT	TT	7 1/2	BLC	
Lincoln 8 145		7.00/19	Own.	dp.	3-2	10	7 1/4	5 1/4	12	Own.	Eng.	3		m-Spi.	Tim.	FF.	SB.	4.58°	TT	TT		
Marmont Roosevelt 172 1/2		5.50/19	Roc. 9LL	SP.	1-1	8 1/2	5 1/2	8 1/2	W-G.	Eng.	3	3.04	m-Spi.	Sal.	1/2 F.	SB.	4.9	Spr.	Spr.	8 1/2	Wau.	
Marmont Eight 69 180 1/2		5.50/19	Roc. 10LL	SP.	1-1	9 1/2	6 1/2	8 1/2	W-G.	Eng.	3	3.07	m-Spi.	Sal.	1/2 F.	SB.	4.9	Spr.	Spr.	8 1/2	Sal.	
Marmont Eight 79 191 1/2		6.00/19	Roc. 11LL	SP.	1-1	11	5 1/2	8 1/2	Det.	Eng.	3	3.11	m-Spi.	Sal.	1/2 F.	SB.	4.45°	Spr.	Spr.	9	Sal.	
Marmont Big Eight 202 1/2		6.50/19	Roc. 11LL	SP.	1-1	11	5 1/2	8 1/2	W-G.	Eng.	3	3.01	m-Spi.	Sal.	1/2 F.	SB.	4.45°	Spr.	Spr.	9	Sal.	
Marmont 70 112 3/4		5.50/19	SP.	SP.	1-1	9 1/2	6 1/2	8 1/2	Eng.	3	3.04	m-Spi.	Sal.	1/2 F.	SB.	4.9	Spr.	Spr.	8 1/2	Sal.		
Marmont 88 130-136		6.50/19	SP.	SP.	1-1	10 1/2	6 1/2	1	Eng.	3	2.83	m-Spi.	Sal.	1/2 F.	SB.	4.45°	Spr.	Spr.	9	Sal.		
Marmont 16 145		7.00/18	dp.	dp.					Eng.	3		m-Spi.	Sal.	1/2 F.	Hyp.	3.69	Spr.	TA				
Nash 6-60 114 1/4		1900	5.00/19	B&B. 9	SP.	2-1	8 1/2	6 1/4	2	Own.	Eng.	3	3.06	mf-Own.	Own.	1/2 F.	SB.	5.1	Spr.	Spr.	8 1/4	Own
Nash 8-70 116 1/4		1930	5.25/19	B&B. 10	SP.	2-1	9 1/2	6 1/4	2	Own.	Eng.	3	3.06	mf-Own.	Own.	1/2 F.	SB.	5.1	Spr.	Spr.	8 1/2	Own
Nash 8-80 121		2400	5.50/18	B&B. 10A1	SP.	2-1	9 1/2	6 1/4	2	Own.	Eng.	3	3.08	mf-Own.	Own.	1/2 F.	SB.	4.45	Spr.	Spr.	8 1/4	Own
Nash 8-90 124-133		2900	6.50/19	B&B. 11	SP.	2-1	10 1/2	6 1/4	2	Own.	Eng.	3	3.22	mf-Own.	Own.	1/2 F.	SB.	4.5	Spr.	Spr.	8 1/4	Own
Oakland 8 117		5.50/18	Own.	SP.	2-1	9 1/2	5 1/2	2	Mun.	Eng.	3		m-Mec.	Own.	1/2 F.	SB.	4.55	Spr.	Spr.		Own	
Oldsmobile F-31 113 1/2		5.25/18	B&B. 9A1	SP.	2-1	8 1/2	6 1/4	2	Mun.	Eng.	3	3.06	fm-G-U.	Own.	1/2 F.	SB.	4.56°	Spr.	Spr.	8	BLC	
Packard 826, 833 127 1/2-134 1/2		6.50/19	Long.	SP.	1-2	11	6 1/4	2	Own.	Eng.	4		m-Mec.	Own.	1/2 F.	Hyp.	4.69	Spr.	Spr.	8 1/4	Own	
Packard 840, 845 140 1/2-145 1/2		7.00/19	Long.	SP.	2-3	9 3/4	6 1/4	4	Own.	Eng.	4		m-Mec.	Own.	1/2 F.	Hyp.	4.69	Spr.	Spr.	7 1/2	Own	



AMERICAN PASSENGER CAR

MAKE AND MODEL	GENERAL			CLUTCH						GEARSET				REAR AXLE								
	Wheelbase (Ins.)	Chassis Weight (Lbs.)	Tire Size	Make and Model	Type	Number of Driving and Driven Disks	Facings		Number	Make	Location	Number of Forward Speeds	Low Gear Ratio	Universals Type and Make	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (Ins.)	Differential Make
							Maximum Dia. (Ins.)	Minimum Dia. (Ins.)														
Peerless Std. 8	118	5 50/19	Roc. 10RR	SP.	1-1	9 7/8	6 3/4	2	W-G	Eng.	3	3.04	m-Spi	Sal.	1/2F	SB.	4.7	Spr	Spr	10 3/8	Sal.	
Peerless Master 8	125	6 00/19	Roc. 11-11	SP.	1-1	10 3/4	6 3/4	2	W-G	Eng.	4	4.01	m-Spi	Sal.	1/2F	SB.	4.45	Spr	Spr	8 1/2	Sal.	
Peerless Custom 8	138	6 50/19	Roc. 11-11	SP.	1-1	10 3/4	6 3/4	2	W-G	Eng.	4	4.01	m-Spi	Sal.	1/2F	SB.	4.45	Spr	Spr	8 1/2	Sal.	
Pierce-Arrow 41-43	134-137	6 50/19	Long29AM	dp.	1-1	9 3/4	6 3/4	4	Own	Eng.	4		m-Mec	Own.	1/2F	Hyp.	4.42	Spr	TA	8 3/4	Own	
Pierce-Arrow 41-42	142-147	7 00/18	Long29AM	dp.	1-1	9 3/4	6 3/4	4	Own	Eng.	3	2.75	m-Spi	Own.	1/2F	Hyp.	4.42	Spr	TA	8 3/4	Own	
Plymouth 30U	167 1/2	4 75/19		SP.	-1	8 7/8	6 3/8	2		Eng.	3		m-	Own.	1/2F	SB.	4.33	Spr		8 1/2		
Pontiac 1931	112	5 00/19	Own	SP.	-1	8 7/8	5 1/2	2	Own	Eng.	3		m-Mec	Own.	1/2F	SB.	4.55	Spr	Spr		Own	
Reo 25N	125	6 50/17	Long. 1838	SP.	2-1	9 3/4	5 1/2	2	Own	Eng.	3	3.13	m-Det.	Own.	1/2F	SB.	4.42	Spr	Spr	8 1/4	Own	
Reo N-30	130	6 50/18	Long29AM	dp.	3-2	9 3/4	6 3/4	4	Own	Eng.	3	2.29	m-Det.	Own.	1/2F	SB.	4.07	Spr	Spr	8	Own	
Reo Royale N-35	135	6 50/18	Long29AM	dp.	3-2	9 3/4	6 3/4	4	Own	Eng.	3	2.29	m-Det.	Own.	1/2F	SB.	4.07	Spr	Spr		Own	
Rolls Royce Phantom	144 3/4	7 00/20	Own	SP.	2-1				Own	SeU.	3		m-Own.	Own.	FF	SB.	3.71	TT	TT	10	Own	
Studebaker Six 54	114	2075 5 25/19	Long 8ABI	SP.	2-1	9 1/4	5 1/2	2	Own	Eng.	3	2.86	m-Spi	Own.	1/2F	SB.	4.73	Spr	Spr	8 1/2	Own	
Studebaker Dic. 8	114	2175 5 25/19	Long 8ABI	SP.	2-1	9 1/4	5 1/2	2	Own	Eng.	3	2.86	m-Spi	Own.	1/2F	SB.	4.73	Spr	Spr	8 1/2	Own	
Studebaker Com. 70	124	6 00/19	Long 9ABI	SP.	2-1	9 3/4	5 1/2	2	Own	Eng.	3	2.87	m-Spi	Own.	1/2F	SB.	4.73	Spr	Spr	8 5/8	Own	
Studebaker Pres.	130-136	6 50/19	Long28AM	dp.	3-2	8 3/4	5 1/2	4	Own	Eng.	3	2.83	m-Spi	Own.	1/2F	SB.	4.31	Spr	Spr	8 1/4	Own	
Stutz LA	127 1/2	6 00/19	B&B 11Q	SP.	2-1	10 7/8	6 3/4	2	Det.	Eng.	4	3.49	m-U-P	Sal.	1/2F	Wo	4.5	Spr	Spr	8 5/8	Tim.	
Stutz MA	134 1/2	6 50/20	Long29AM	dp.	3-2	10 7/8	6 3/4	2	Det.	Eng.	4	3.49	m-Mec	Tim.	1/2F	Wo	4.25	Spr	Spr	8 1/4	Tim.	
Stutz MB	145	7 00/20	Long29AM	dp.	3-2	10 7/8	6 3/4	2	Det.	Eng.	4	3.49	m-Mec	Tim.	1/2F	Wo	4.75	Spr	Spr	8 1/4	Tim.	
Willys-Knight 66D	121	6 00/18	Roc. 10LL	SP.	1-1			8s	Own	Eng.	3	3.06	m-Spi	Own.	1/2F	SB.	4.18	Spr	Spr	8 5/8	Own	
Willys Six 97	110	5 00/19	B&B 9-A1	SP.	1-1			2	Own	Eng.	3	2.7	m-Spi	Own.	1/2F	SB.	4.6	Spr	Spr	8 5/8	Own	
Willys Six 98D	113	5 00/19	B&B 9-A1	SP.	1-1			2	Own	Eng.	3	2.7	m-Spi	Own.	1/2F	SB.	4.6	Spr	Spr	8 5/8	Own	
Willys Eight 8-80D	121	5 50/19	B&B 10R	SP.	1-1			2	Own	Eng.	3	3.06	m-Spi	Own.	1/2F	SB.	4.4	Spr	Spr	8 5/8	Own	

ABBREVIATIONS:

o—Others also
 1—Overall Length
 A—Artillery (Wheels)
 Ada—Adams
 Al—Alumite
 A-Z—Alumite Zerk
 B—Ball Bearing
 B&B—Borg & Beck
 Bim—Bimel

B-L—Brown-Lipe
 BLC—Brown-Lipe Chapin
 Bow—Bowen
 Bel—Belflex
 C&L—Cam and Lever
 C—Cantilever (Springs)
 C—Cone
 Cle—Cleveland
 Cla—Clark
 Col—Columbia
 CR—Central Reservoir

CS—Carbon Steel
 D—Disk
 DH—Direct Hydraulic
 DM—Direct Mechanical
 Day—Dayton
 Det—Detroit
 Dis—Disteel
 dp—Double plate
 Eat—Eaton
 EL—Elliott
 Eng—Unit with Engine

ET—External Transmission
 1/2E—Semi-Elliptic
 3/4E—3/4 Elliptic
 F—Fabric (Shackles)
 f—Fabric (Universals)
 Faf—Fafnir (Ball Bearing)
 Fair—Fairmount Machine Co.
 Far—Farval
 FE—Full Elliptic
 1/2F—1/2 Floating
 3/4F—3/4 Floating

FF—Full Floating
 Fire—Firestone
 Gem—Gemmer
 Gdr—Goodrich
 G-U—Goodrich and Universal Prod.
 HYS—Hydraulic Vacuum Servo
 Hyp—Hypoid
 I—I Section
 I-Hyp—Inverted Hypoid
 IF—Internal Four Wheels
 IR—Internal Rear Wheels

AMERICAN

MAKE AND MODEL	GENERAL				ENGINE																				
	Price \$	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Valves			Piston Material	Oiling System		Water Circulation	Fuel System		Electric System			
													Arrangement	Head Material	Drive		Pressure to	Pump Type		Carburetor Make	Fuel Feed	Ignition		Generator and Starter Make	Voltage
																						Make	Current Source		
Bradfield 57C	124	6.00/18	3500	Cont. 17E	6-3 1/2 x 4	27.3	214		3	Det.	6	L.	Sil.	Cha.	Al.	abe	Gear.	Pump.	Zenith	Air	D-R.	B.	D-R.	6	
Checker M 1860	122	6.50/18	4500	Buda J214																Zenith	Air	A-L.	B.	A-L.	
Ford A 800	103 1/2	4.75/20	2500	Ford A	4-3 1/2 x 4 1/4	24.03	200.5	4.22	3	Det.	4	L.	Sil.	Heli.	Al.	Splash	Gear.	Pump.	Zenith	Gra.	Own.	B.	Own.	6	
General Mot 0-10	122	6.50/18		Own. 1257	6-3 1/8 x 4 3/8	28.3	257.5	4.5	3	Det.	6	I.	Sil.	Heli.	Cl.	ab.	Gear.	Pump.	Marvel	Gra.	D-R.	B.	D-R.		

ABBREVIATIONS:

a—Main Bearings
 A—Artillery
 Al—Aluminum
 A-L—Auto-Lite
 b—Connecting Rods

B—Battery
 B-L—Brown-Lipe
 c—Camshaft Bearings
 C&L—Cam and Lever
 Cha—Chain
 CI—Cast Iron

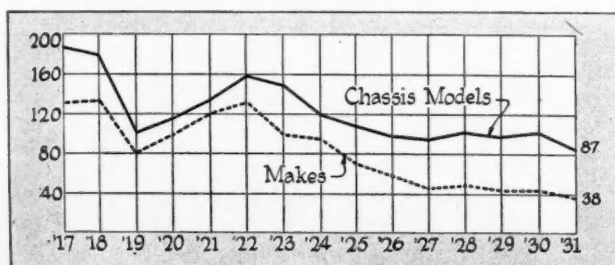
Col—Columbia
 Cont—Continental
 d—Wrist Pins
 D—Disk
 Det—Detachable
 Det—Detroit (Gearset)

DP—Double Plate (clutch)
 D-R—Delco-Remy
 e—Gear Case
 Eng—Unit with Engine
 Ext-Da—External Drive Shaft
 F—Fabric

f—(Oiling System)—Rocker Arm
 3/4 F—3/4 Floating
 1/2 F—1/2 Floating
 FF—Full Floating
 GC—Grease Cups
 Gra—Gravity

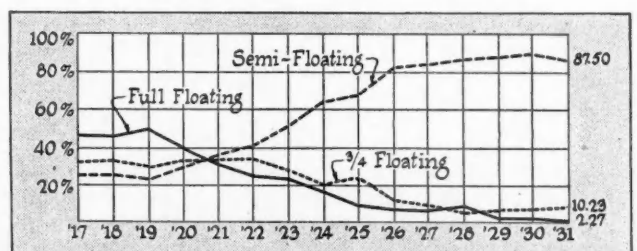
Passenger

Number of Makes and Models



Types of Rear Axles

Per Cent of Chassis Models Using Each



CHASSIS—Continued



BRAKES				FRONT AXLE				STEERING GEAR				SPRINGS				SHACKLES		FRAME		CHASSIS LUBRI-CATION		RIMS		WHEELS		MAKE AND MODEL	
Foot		Hand		Make	Axle Section Type	Camber (°)	Caster (°)	Axle End Type	Make	Type	Ratio (to one)	Minimum Turning Circle Diameter (Ft.)	Front		Rear		Make	Type	Material	Make	Type	Diameter and Width (Ins.)	Make	Type	Make		
Type and Location	Braking Area (Sq. Ins.)	Application	Type and Location										Braking Area (Sq. Ins.)	Type	Length and Width (Ins.)	Type											Length and Width (Ins.)
IF 162	DM.	IF 162	DM.	IF 162	OWN.	1	2	1 1/2	RE Ross	C.&L.	16 1/2	44	1/2 E 38 3/4 x 1 1/2	1/2 E 59 3/4 x 1 1/2	RSL.	R.	St.	Own Al	PG.	19x4 1/2	Cle.	A.	Bim.	Peerless	Std. 8		
IF 162	DM.	IF 162	DM.	IF 162	OWN.	1	1 1/2	1 1/2	RE Ross	C.&L.	16	48	1/2 E 42x2 3/4	1/2 E 60x2 3/4	RSL.	R.	St.	Own Al	PG.	19x4 1/2	Cle.	A.	Bim.	Peerless	Master 8		
IF 162	DM.	IF 162	DM.	IF 162	OWN.	1	1 1/2	1 1/2	RE Ross	C.&L.	20		1/2 E 42x2 3/4	1/2 E 60x2 3/4	RSL.	R.	St.	Own Al	PG.	19x4 1/2	Cle.	A.	Bim.	Peerless	Custom 8		
IF 162	DM.	IF 162	DM.	IF 162	OWN.	1	1	1 1/2	RE Ross	C.&L.	20		1/2 E 38x2	1/2 E 60x2 1/2	Faf.	B.	CS.	Par	Zerk.	PG.	19x4 1/2	K-H	A.	K-H	Pierce-Arrow 4 1/2		
IF 114	DH.	ET 42 3/4	DH.	ET 42 3/4	OWN.	1	2	1 1/2	RE Ross	C.&L.	20		1/2 E 38x2	1/2 E 61x2 1/2	Faf.	B.	CS.	Par	Zerk.	PG.	18x5	K-H	A.	K-H	Pierce-Arrow 41-42		
IF 114	DH.	ET 42 3/4	DH.	ET 42 3/4	OWN.	1	2	1 1/2	RE Ross	W.&S.	13	39 1/2	1/2 E 35 1/2 x 1 1/2	1/2 E 53 3/4 x 1 1/2	Faf.	M.	St.	CS.	Par	Zerk.	PG.	19x3	W.		Plymouth 30U		
IF 114	DM.	IF 114	DM.	IF 114	OWN.	1	1 1/2	1 1/2	RE Ross	W.&S.			1/2 E 36x	1/2 E 54x	Inlox.	R.	St.		Zerk.	PG.		A.	Jax.	Pontiac 1931			
IF 180	DH.	ET 42 1/4	DH.	ET 42 1/4	OWN.	1	1 1/2	3 1/2	RE Ross	C.&L.	18		1/2 E 37 1/2 x 2	1/2 E 55 3/4 x 2	Fire °	M.	St.	Sm.	Zerk.	PG.	17x4	Mot.	A.	Mot.	Reo 25N		
IF 280	DH.	ET 42 1/4	DH.	ET 42 1/4	OWN.	1	1 1/2	3 1/2	RE Ross	C.&L.	20		1/2 E 38 1/2 x 2	1/2 E 57 1/2 x 2 1/2	Own.	M.	St.	Sm.	Zerk.		18x4 1/2	Mot.	A.	Mot.	Reo 30N		
IF 280	DH.	ET 42 1/4	DH.	ET 42 1/4	OWN.	1	1 1/2	3 1/2	RE Ross	C.&L.	20		1/2 E 38 1/2 x 2	1/2 E 57 1/2 x 2 1/2	Own.	M.	St.	Sm.	Far.		18x4 1/2	Mot.	W.	Mot.	Reo Royale N-35		
IF 280	DM.	IR.	DM.	IR.	OWN.	1			Own.	W.&N.		50	1/2 E 43 1/2 x 2	C 58x	Own.	M.	St.	Own	Bijur.	CR.		W.	K-H.	Rolls Royce Phantom			
IF 148	DM.	IF 148	DM.	IF 148	OWN.	1	1	1 1/2	RE Ross	C.&L.	15	39	1/2 E 36x1 1/4	1/2 E 54x1 1/4	Try.	M.	St.	Mid	Al.	PG.	19x4	K-H	A.	K-H	Studebaker Six 54		
IF 148	DM.	IF 148	DM.	IF 148	OWN.	1	1	2	RE Ross	C.&L.	15	39	1/2 E 36x1 1/4	1/2 E 54x1 1/4	Try.	M.	St.	Mid	Al.	PG.	19x4	K-H	A.	K-H	Studebaker Dic. 8		
IF 202	DM.	IF 202	DM.	IF 202	OWN.	1	1	1 1/2	RE Ross	C.&L.	17		1/2 E 36x2	1/2 E 56x2	Faf.	B.	St.	Mid	Zerk.	PG.	19x4	K-H	A.	K-H	Studebaker Com. 70		
IF 288	DM.	IF 288	DM.	IF 288	OWN.	1	1	1 1/2	RE Ross	C.&L.	20		1/2 E 38x2	1/2 E 60x2 1/2	Faf.	B.	St.	Mid	Zerk.	PG.	19x4 1/2	K-H	W.	K-H	Studebaker Pres.		
IF 238	HVS.	ET 45	HVS.	ET 45	Sal.	1	1		RE Gem.	W.&W.	18	38	1/2 E 38x2 1/4	1/2 E 60x2 1/4	Own.	M.	St.	Mur	Bijur.	CR.	20x4 1/2	Mot.	A.	Mot.	Stutz LA		
IF 238	HVS.	ET 45	HVS.	ET 45	Tim.	1	1		RE Gem.	W.&W.	18	48	1/2 E 40x2 1/4	1/2 E 62 1/4 x 2	Own.	M.	St.	Own	Bijur.	CR.	20x4 1/2	Mot.	A.	Mot.	Stutz MA		
IF 238	HVS.	ET 45	HVS.	ET 45	Tim.	1	1		RE Gem.	W.&W.	18	48	1/2 E 40x2 1/4	1/2 E 62 1/4 x 2	Own.	M.	St.	Own	Bijur.	CR.	20x4 1/2	Mot.	A.	Mot.	Stutz MB		
IF 182	DM.	IF 182	DM.	IF 182	OWN.	1	2	1 1/2	RE Ross	C.&L.	16 1/2	42	1/2 E 39x1 1/4	1/2 E 56x1 1/4	Try.	M.	St.	Own	Al.	PG.	18x3 1/4	A.			Willis-Knight 66D		
IF 147	DM.	IF 147	DM.	IF 147	OWN.	1	2	1 1/2	RE Own.	W.&G	11	40	1/2 E 36x1 1/4	1/2 E 49 1/2 x 1 1/2	Try.	M.	St.	Own	Al.	PG.	19x3	A.			Willis Six 97		
IF 147	DM.	IF 147	DM.	IF 147	OWN.	1	2	1 1/2	RE Own.	W.&G	11	40	1/2 E 36x1 1/4	1/2 E 51x1 1/4	Try.	M.	St.	Own	Al.	PG.	19x3	A.			Willis Six 98D		
IF 182	DM.	IF 182	DM.	IF 182	OWN.	1	2	1 1/2	RE Ross	C.&L.	16 1/2	42	1/2 E 39x1 1/4	1/2 E 56x1 1/4	Try.	M.	St.	Own	Al.	PG.	19x3 1/4	A.			Willis Eight 8-80D		

- Jac—Jacox
Jax—Jaxon
K-H—Kelsey-Hayes
M—Metal (Shackles)
m—Metal (Universals)
Mar—Marles
MD—Multiple Disk
Mec—Mechanics
Mid—Midland
Mot—Motor Wheel
Mun—Muncie Products
Mur—Murray
- MVS—Mechanical Vacuum Servo
NP—New Process
Om—Oilmeter
Opt—Optional
PG—Pressure Gun
Par—Parish
P&B—Parish & Bingham
RSI—Rubber Shock Insulator
R—Rubber
RE—Reverse Elliott
rm—Rubber and Metal (Shackles)
Roc—Rockford
- Russ—Russel
Sag—Saginaw
Sal—Salisbury
SB—Spira I Beve
SeU—Separate Uni
Sil—Silentbloe
Smi—Smith
SP—Single Plate
Spi—Spicer
Spr—Springs
S&N—Screw and Nut
St—Steel
- STM—St. Marys
STS—Standard Spring Steel Co.
T—Tubular
TA—Torque Arm
TT—Torque Tube
T 1/2—Transverse Semi-Elliptic
Tim—Timken
UP—Universa IProducts
UPM—Universa IProducts and Mechanics
Var—Varies
- W—Wire Wheels
War—Warren
War—Warner Corp.
W-G—Warner Gear
Wo—Worm
WW—Wire Wheel Corp.
W&G—Worm & Gear
W&N—Worm and Nut
W&R—Worm and Roller
W&S—Worm and Sector
W&W—Worm and Wheel

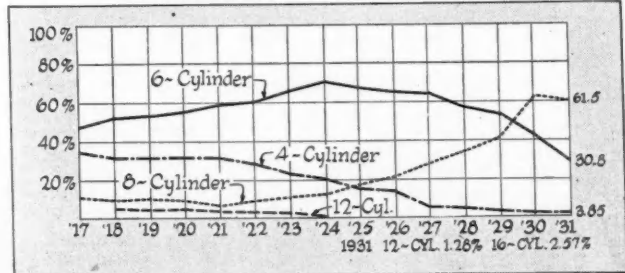
TAXICABS

TRANSMISSION													RUNNING GEAR										MAKE AND MODEL
Clutch		Gearset			Universal Joints		Rear Axle						Brakes		Shackles Type	Front Axle Make	Steering Gear		Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Type and Location										
													Foot	Hand									
Long	DP	Det.	Eng.	1-Spicer	m.	Col.	1/2 F.	SB.	4.5	Sp.	Sp.	Int-Fw.	Ext-Ds.	R.	Col.	Ross.	C&L.	G C.	56	D.	Own.	Bradfield.	57C
N-P.	M D D	N-P.	Eng.	2-Spicer	m.	Col.	1/2 F.	Hyd.	5.09	Sp.	Sp.	Int-Fw.	Ext-Ds.	F.	Col.	Ross.	C&L.	P G.	56 1/2	D.	Trus.	Checker.	M
	SP.	Own.	Eng.		m.	Own.	1/2 F.	SB.	3.7	T. T.	T. T.	Int-Fw.	Int-Rw.	R.	Own.	Own.	W&S.	P G.		W.	Own.	Ford.	A
Jones.	M D D	B-L.	Eng.	3	2-Spicer	m.	Tim.	1/2 F.	SB.	4.08	Sp.	Sp.	Int-Fw.	Ext-Ds.	R.	Tim.	Sag.	G C.	57 1/2	D.	Smith.	General Mot.	8-10

- Heli—Helical Gear
Hyd—Hydraulic
I—In Head
Int—Integral
Int-Fw—Internal Four Wheels
- Int-Rw—Internal Rear Wheels
L—Both Valves at Side
m—Metal
MDD—Multiple Dry Disc
- N-P—New Process
PG—Pressure Gun
R—Rubber
Sag—Saginaw
- SB—Spiral Bevel
SS—Silicon Chromium
Sp—Springs
SP—Single Plate
- Tim—Timken
Trus—Truscon Steel
TT—Torque Tube
W—Wire Wheels
W & S—Worm and Sector

Car Trends

Engine Types by Cylinders
With No. of Chassis Models Using Each



Timing Drive Types
Per Cent of Models Using Each

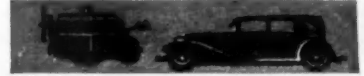
50	Gear 143	Chain 85.7%
51	Gear 16.9	Chain 83.1%



AMERICAN PASSENGER

CAR MAKE AND MODEL	Engine Make and Model	GENERAL						SUSPENSION	CRANKCASE MATERIAL		VALVES	Front End Drive	PISTON		PISTON PIN		CONNECTING RODS											
		No. of Cyls. Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement	Compression Ratio (to 1)	Maximum Brake Horsepower at Specified R.P.M.	Cylinder Blocks	No. of Points	Type	No. of Cyls. Cast in 1 Block	Upper 1/2-Sep. Casting	Lower	Arrangement	Exhaust Valve Head Material	Type	Make of Chain or Non-Metallic Gear	Material	Length (Ins.)	Weight (Oz.)	Pin Center to Top of Head (Ins.)	No. of Rings and No. Above Pin	Diameter and Length (Ins.)	Bearing In	Material	Center to Center Length (Ins.)	Weight (Oz.)	Diameter and Length (Ins.)	Lower Bearing
																												Type
Auburn	8-98	Lyc. GU	8-3x4 3/4	28.8	286.6	5.26	98-3400 Ver	4 Ri	8 CI	PS	L	SiCh	Ch.	Whit.	Als.	3 3/4	2 1/2	4-4	7/8x2 1/2	Pis.	St.	9 1/2	38	2 1/2x1 1/4	Spu.			
Austin	8-98	Ow.	4-2 2x3	7.45	45.7	5.0	122-3000 Ver	4 Ri	4 AI	AI	L	SiCh	He.	He.	AI	CI	3 1/2	2 1/2	3-3	7/8x1 1/2	Pis.	St.	9 1/2	38	2 1/2x1 1/4	Spu.		
Buick	8-50	Ow.	8-2 1/2x3 1/2	26.45	220.7	4.75	77-3200 Ver	4 Ru	8 CI	PS	L	SiCh	He.	Tex.	CI	3 1/2	2 1/2	3-3	7/8x2 1/2	Pis.	CS.	9 1/2	38	2 1/2x1 1/4	Die			
Buick	8-60	Ow.	8-3 1/2x4 1/2	30.02	272.6	4.63	90-3000 Ver	4 Ru	8 CI	PS	L	SiCh	He.	Tex.	CI	3 3/4	2 1/2	3-3	7/8x2 1/2	Pis.	CS.	9 1/2	38	2 1/2x1 1/4	Die			
Buick	8-80, 8-90	Ow.	8-3 1/2x4 1/2	35.12	344.8	4.5	104-2800 Ver	4 Ru	8 CI	PS	L	SiCh	He.	Tex.	CI	3 3/4	2 1/2	3-3	7/8x2 1/2	Pis.	CS.	11	38	2 1/2x1 1/4	Die			
Cadillac	355	Ow.	355 8-3 1/2x4 1/2	36.45	353	5.35	95-3000 Ver	5 Ru	8 AI	PS	L	SiCh	Ch.	Mor.	SS	3 3/4	2 1/2	4-4	7/8x2 1/2	Rod	CM.	10 1/2	34 1/2	2 1/2x1 1/2	Pou.			
Cadillac	370	Ow.	370 12-3 1/2x4 1/2	46.9	368	5.27	135-3400 Ver	5 Ru	8 AI	PS	L	SiCh	Ch.	Mor.	SS	3 3/4	2 1/2	4-4	7/8x2 1/2	Rod	CM.	9 1/2	32 1/2	2 1/2x1 1/2	Pou.			
Cadillac	452	Ow.	452 16-3 1/2x4 1/2	57.5	452	5.11	165-3400 Ver	5 Ru	8 AI	PS	L	SiCh	Ch.	Mor.	SS	3 3/4	2 1/2	4-4	7/8x2 1/2	Rod	CM.	9 1/2	32 1/2	2 1/2x1 1/2	Pou.			
Chevrolet	355	Ow.	6-3 1/2x3 3/4	26.3	194	5.02	50-2600 Ver	3 Ri	6 CI	PS	L	SiCh	Ch.	He.	CI	3 1/2	2 1/2	3-3	7/8x2 1/2	Pis.	St.	8 1/2	38	2 1/2x1 1/2	Pou.			
Chrysler	Six	Ow.	6-3 1/2x4 1/2	25.35	217.8	5.2	70-3200 Ver	4 Ru	6 CI	PS	L	SiCh	Ch.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	MS	8 1/2	38	2 1/2x1 1/2	Pou.			
Chrysler	70	Ow.	6-3 3/8x5	27.34	268.4	4.9	87-3200 Ver	4 Ru	6 SS	PS	L	SiCh	Ch.	Als.	4 1/2	4 1/2	2 1/2	5-5	7/8x2 1/2	FF.	CS.	10 1/2	38	2 1/2x1 1/2	Pou.			
Chrysler	Eight	Ow.	8-3 1/2x4 1/2	31.25	260.8	5.3	88-3400 Ver	4 Ru	8 CI	PS	L	SiCh	Ch.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	CS.	8 1/2	32	2 1/2x1 1/4	Pou.			
Chrysler Imperial	8	Ow.	8-3 1/2x5	39.20	384.8	5.0	125-3200 Ver	4 Ru	8 CI	PS	L	ChN	Ch.	Als.	4 1/2	4 1/2	2 1/2	5-5	7/8x2 1/2	FF.	CS.	10	38	2 1/2x1 1/2	Pou.			
Cord	L29	Lyc. FD	8-3 1/2x4 1/2	33.8	298.6	5.25	125-3200 Ver	4 Ri	8 SS	PS	L	SiCh	Ch.	L-B.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	Pis.	CS.	9 1/2	41 1/2	2 1/2x1 1/2	Pou.		
Cunningham	V-9	Ow.	V-9 8-3 1/2x4 1/2	45.0	442	5.0	110-2500 Ver	4 Ri	4 AI	AI	L	SiCh	He.	L-B.	CI	4 1/2	30	2 1/2	4-4	7/8x2 1/2	FF.	CS.	10 1/2	48 1/2	2 1/2x1 1/2	Pou.		
De Soto 6.	SA	Ow.	6-3 1/2x4 1/2	25.35	205.3	5.2	67-3200 Ver	4 Ru	6 CI	PS	L	SiCh	Ch.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	MS	8 1/2	38	2 1/2x1 1/2	Die			
De Soto 8.	CF	Ow.	CF 8-2 1/2x4 1/2	26.45	220.7	5.4	77-3400 Ver	4 Ru	8 CI	PS	L	SiCh	Ch.	Als.	3 1/2	3 1/2	18 1/2	2 1/2	4-4	7/8x2 1/2	FF.	MS	8 1/2	38	2 1/2x1 1/2	Die		
De Vaux	Six	Cont.	Sp. 6-3 1/2x4 1/2	27.3	214.7	5.2	65-3400 Ver	4 Ri	6 CI	PS	L	SiCh	Ch.	Mor.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	St.	8 1/2	38	2 1/2x1 1/2	Pou.		
Dodge	6	Ow.	6-3 1/2x4 1/2	23.4	189.8	5.2	60-3400 Ver	4 Ru	6 CI	PS	L	SiCh	Ch.	Mor.	Als.	3 1/2	3 1/2	3-3	3-3	7/8x2 1/2	Pis.	AST.	8 1/2	38	2 1/2x1 1/2	Pou.		
Dodge	Six	Ow.	6-3 1/2x4 1/2	25.35	211.5	5.2	68-3200 Ver	4 Ru	6 CI	PS	L	SiCh	Ch.	Mor.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	Pis.	MS	8 1/2	38	2 1/2x1 1/2	Die		
Dodge	8	Ow.	8-2 1/2x3 1/2	26.45	220.7	5.2	75-3400 Ver	4 Ru	8 CI	PS	L	SiCh	Ch.	Mor.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	MS	8 1/2	38	2 1/2x1 1/2	Pou.		
Dodge	Eight	Ow.	8-3 1/2x4 1/2	28.80	240.3	5.4	84-3400 Ver	4 Ru	8 CI	PS	L	SiCh	Ch.	Mor.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	MS	8 1/2	38	2 1/2x1 1/2	Die		
Duesenberg	J	Ow.	J 8-3 1/2x4 1/2	45.0	420.0	5.2	265-4200 Ver	4 Ru	8 CI	AI	I	SiCh	Ch.	L-B.	AI	4 1/2	4 1/2	2 1/2	4-4	7/8x2 1/2	FF.	Dur	9 1/2	41 1/2	2 1/2x1 1/2	Pou.		
duPont	G	Ow.	8-3 1/2x4 1/2	36.5	322	5.3	114-3200 Ver	4	6 NI	PS	L	SiCh	Ch.	L-B.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	CS.	9	38	2 1/2x1 1/2	Pou.		
Durand	6-14	Cont.	22A 6-3 1/2x4 1/2	25.4	199.0	5.3	58-3100 Ver	4 Ru	6 CI	CI	L	SiCh	Ch.	Mor.	Als.	3 1/2	3 1/2	20	2 1/2	4-4	7/8x2 1/2	FF.	St.	8 1/2	32	2 1/2x1 1/2	Pou.	
Durand	6-17	Cont.	15U 6-3 1/2x4 1/2	27.34	248	5.06	70-3000 Ver	4 Ru	8 CI	CI	L	SiCh	Ch.	Mor.	Als.	3 1/2	3 1/2	25	2 1/2	4-4	7/8x2 1/2	FF.	CS.	9	38	2 1/2x1 1/2	Pou.	
Essex	Super 6	Ow.	6-2 1/2x3 1/2	19.84	175.3	5.8	60-3300 Ver	4 Ru	6 CI	PS	L	SiCh	Ch.	Mor.	AI	3 1/2	3 1/2	4-4	4-4	7/8x2 1/2	FF.	St.	8 1/2	38	2 1/2x1 1/2	Pou.		
Ford	136	Ow.	A 4-3 1/2x4 1/2	24.03	200.5	4.22	40-2200 Ver	3 Ru	4 CI	PS	L	SiCh	Ch.	Cel.	AI	3 1/2	24 3/4	3-3	3-3	7/8x2 1/2	FF.	AST.	7 1/2	25 1/2	2 1/2x1 1/2	Pou.		
Franklin Series	15	Ow.	6-3 1/2x4 1/2	29.4	274	5.3	100-3100 Ver	3 Ru	1 CI	PS	L	SiCh	Ch.	Whit.	AI	4 1/2	31 1/2	2 1/2	4-4	7/8x2 1/2	Pis.	Dur	9 1/2	27	2 1/2x1 1/2	Pou.		
Gardner	136	Lyc. WR	8-2 1/2x3 1/2	19.84	185	5.05	70-3500 Ver	4 Ru	6 CI	PS	L	SiCh	Ch.	L-B.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	St.	9 1/2	38	2 1/2x1 1/2	Pou.		
Gardner	148	Lyc. GR	8-2 1/2x3 1/2	26.45	246.6	5.15	100-3300 Ver	4 Ru	8 CI	PS	L	SiCh	Ch.	L-B.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	St.	9 1/2	38	2 1/2x1 1/2	Pou.		
Gardner	158	Lyc. MD	8-3 1/2x4 1/2	33.8	298.6	5.25	126-3300 Ver	4 Ru	8 CI	PS	L	SiCh	Ch.	L-B.	Als.	3 1/2	3 1/2	2 1/2	4-4	7/8x2 1/2	FF.	St.	9 1/2	38	2 1/2x1 1/2	Pou.		
Graham	Std.	Ow.	6-3 1/2x4 1/2	25.35	224	5.49	76-3400 Ver	4 Ru	6 CI	PS	L	SiCh	Ch.	L-B.	Als.	3 1/2	3 1/2	3-3	3-3	7/8x2 1/2	Pis.	St.	8 1/2	38	2 1/2x1 1/2	Pou.		
Graham	Spec. 6	Ow.	6-3 1/2x4 1/2	25.35	224	5.49	76-3400 Ver	4 Ru	6 CI	PS	L	SiCh	Ch.	L-B.	Als.	3 1/2	3 1/2	3-3	3-3	7/8x2 1/2	Pis.	St.	8 1/2	38	2 1/2x1 1/2	Pou.		
Graham	Spec. 8-20	Ow.	8-3 1/2x4 1/2	31.25	245.4	5.5	85-3400 Ver	4 Ru	8 CI	PS	L	SiCh	Ch.	L-B.	Als.	3 1/2	3 1/2	3-3	3-3	7/8x2 1/2	Pis.	St.	8 1/2	38	2 1/2x1 1/2	Pou.		
Graham	Cus. 8-34	Ow.	8-3 1/2x4 1/2	33.80	298.6	5.2	100-3400 Ver	4 Ru	8 CI	PS	L	SiCh	Ch.	L-B.	Als.	3 1/2	3 1/2	3-3	3-3	7/8x2 1/2	Pis.	St.	8 1/2	38	2 1/2x1 1/2	Pou.		
Hudson	Great 8	Ow.	8-2 1/2x3 1/2	26.45	233.7	5.8	87-3600 Ver	4 Ru	8 CI	PS	L	SiCh	Ch.	Mor.	AI	4 1/2	4 1/2	4-4	4-4	7/8x2 1/2	FF.	St.	8 1/2	38	2 1/2x1 1/2	Pou.		
Hupmobile	S-2	Ow.	S-2 8-3 1/2x4 1/2	25.35	211.5	4.85	70-3200 Ver	4 Ru	6	PS	L	SiCh	Ch.	Mor.	Als.	3 1/2	3 1/2	4-4	4-4	7/8x2 1/2	Rod	St.	8 1/2	38	2 1/2x1 1/2	Pou.		
Hupmobile	L	Ow.	L 8-2 1/2x3 1/2	26.45	240.2	5.2	90-3200 Ver	4 Ru	8	PS	L	SiCh	Ch.	Mor.	AI	3 1/2	3 1/2	3-3	3-3	7/8x2 1/2	Rod	St.	9 1/2	38	2 1/2x1 1/2	Pou.		
Hupmobile	C	Ow.	C 8-3 1/2x4 1/2	28.8	268.6	5.2	100-3200 Ver	4 Ru	8	PS	L	SiCh	Ch.	Mor.	CI	3 1/2	3 1/2	3-3	3-3	7/8x2 1/2	Rod	St.	9 1/2	38	2 1/2x1 1/2	Pou.		
Hupmobile	H, U	Ow.	H, U 8-3 1/2x4 1/2	39.2	365.6	5.2	133-3400 Ver	4 Ru	8	PS	L	SiCh	Ch.	Mor.	AI	3 1/2	3 1/2	5-5	9 1/2	7/8x2 1/2	FF.	St.	9 1/2	38	2 1/2x1 1/2	Pou.		
Jordan																												

CAR ENGINES



CRANKSHAFT					OILING SYSTEM		COOLING SYSTEM					FUEL SYSTEM			ELECTRICAL SYSTEM										CAR MAKE AND MODEL		
Offset (Ins.)	Counterbalanced?	Torsional Vibration Damper?	Number	Main Bearings		Pressure to Pump	Pump Type	Cleaner Type	Type	Thermostat?	Shutters?	Radiator			Carburetor Make and Size (Ins.)	Feed Type	Air Cleaner		Ignition			Generator and Starter Make	Starter Engagement	Battery			Volts and Amperes-Hrs.
				Front Diameter and Length (Ins.)	Rear Diameter and Length (Ins.)							Make	Core Type	Shell Material			Make	Type	Make	Current Source	Spark Control			Length	Width	Height	
No.	No.	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	Yes	No.		Cell.	PS.	Sch. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 1/4 x 7 1/4	6-104	Auburn	8-98
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Mar.	Mp.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 x 9 1/2	6-60	Austin	
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Mar.	Mp.	None.	No.	D-R.	B.		D-R.	DM.	9 1/2 x 7 x 9 1/2	6-85	Buick	8-58
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Mar.	Mp.	None.	No.	D-R.	B.		D-R.	DM.	9 1/2 x 7 x 9 1/2	6-100	Buick	8-60
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Mar.	Mp.	None.	No.	D-R.	B.		D-R.	DM.	9 1/2 x 7 x 9 1/2	6-120	Buick	8-80, 8-90
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Mar.	Mp.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 x 9 1/2	6-120	Cadillac	355
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Mar.	Mp.	None.	No.	D-R.	B.		D-R.	DM.	14 1/2 x 7 x 9 1/2	6-130	Cadillac	370
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Mar.	Mp.	None.	No.	D-R.	B.		D-R.	DM.	20 1/2 x 5 1/2 x 8 1/2	6-130	Cadillac	452
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Mar.	Mp.	None.	No.	D-R.	B.		D-R.	In.	8 1/2 x 6 1/2 x 8 1/2	6-90	Chevrolet	
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Mar.	Mp.	None.	No.	D-R.	B.		D-R.	DM.		6-84	Chrysler	Six
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	Yes	Yes		Cell.	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.		6-117	Chrysler	70
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	Yes	Yes		Cell.	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.		6-100	Chrysler	Eight
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Mod.	F&T	ATC.	Sch. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 x 8 1/2	6-153	Chrysler Imperial	8
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	Yes	Yes		Cell.	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	In.	11 1/2 x 7 1/4 x 9 1/2	6-104	Cord	129
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	Yes	Yes		Cell.	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	In.		6-135	Cunningham	V-9
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	Yes		Cell.	PS.	Car. 1 1/2	Mp.		In.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-84	De Soto 6.	SA
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	Yes		Cell.	PS.	Str. 1 1/2	Mp.		In.	D-R.	B.		D-R.	In.		6-100	De Soto 8.	CF
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	No.		Cell.	PS.	Car. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.	9 1/2 x 7 1/2 x 8 1/2	6-	De Vaux.	Six
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	No.		Cell.	PS.	Car. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.	9 1/2 x 7 1/2 x 8 1/2	6-84	Dodge.	6
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	No.		Cell.	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-84	Dodge.	Six
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	No.		Cell.	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-100	Dodge.	8
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	No.		Cell.	PS.	Sch. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.	20 1/2 x 7 1/2 x 8 1/2	6-100	Dodge.	Eight
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	No.	Win.	F&T	PS.	Sch. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 1/2 x 8 1/2	6-160	Duesenberg	J
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	No.	Mod.	F&T	PS.	Sch. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 1/2 x 8 1/2	6-130	duPont	G
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	No.	Mod.	F&T	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 1/2 x 8 1/2	6-106	Durant	6-14
No.	No.	Yes	4	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	No.	Pu.	Yes	No.	Mod.	F&T	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	In.	11 1/2 x 7 1/2 x 9 1/2	6-117	Durant	6-17
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	ae.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Mar. 1 1/2	Vac.	AC	In.	A-L.	B.		A-L.	In.	9 1/2 x 9	6-105	Essex	Super 6
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	Spl.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Zen. 1 1/2	Vac.	None.	No.	Own.	B.		Own.	In.	9 1/2 x 9	6-80	Ford.	A
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	In.	20 1/2 x 7 1/2 x 8 1/2	6-165	Franklin Series	15
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 1/2 x 8 1/2	6-120	Gardner.	136
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 1/2 x 8 1/2	6-120	Gardner.	148
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	In.	13 1/2 x 7 1/2 x 8 1/2	6-135	Gardner.	158
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-100	Graham	Std. 6
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-100	Graham	Spec. 6
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-100	Graham	Spec. 8-20
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-100	Graham	Cus. 8-34
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Mar. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	DM.	9 1/2 x 9	6-105	Hudson	Great 8
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Str. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 1/2 x 8 1/2	6-100	Hupmobile.	S-2
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Str. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 1/2 x 8 1/2	6-110	Hupmobile	L
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Str. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	In.	10 1/2 x 7 1/2 x 8 1/2	6-110	Hupmobile	C
No.	No.	Yes	3	1 1/2 x 2	1 1/2 x 3	abce.	Ge.	No.	Th.	No.	No.	Har.	Cell.	PS.	Str. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	In.	11 1/2 x 7 1/2 x 9 1/2	6-132	Hupmobile	H, U
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	Yes	No.	Har.	Cell.	PS.	Str. 1 1/2	Mp.	AC	In.	A-L.	B.		A-L.	In.	10 1/2 x 7 1/2 x 8 1/2	6-105	Jordan	80
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Str. 1 1/2	Mp.	AC	In.	A-L.	B.		A-L.	In.	10 1/2 x 7 1/2 x 8 1/2	6-105	Jordan	90
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-120	LaSalle	345
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Str. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-135	Lincoln	8
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Str. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-100	Marmen	Roosevelt
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-100	Marmen	Eight 69
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Mp.	None.	No.	D-R.	B.		D-R.	DM.	13 1/2 x 7 1/2 x 8 1/2	6-144	Marmen	Eight 79
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	DM.	13 1/2 x 7 1/2 x 8 1/2	6-144	Marmen	Big Eight
No.	Yes	Yes	5	2 1/2 x 1 1/2	2 1/2 x 1 1/2	abce.	Ge.	Fi.	Pu.	No.	No.	Har.	Cell.	PS.	Sch. 1 1/2	Vac.	None.	No.	D-R.	B.		D-R.	DM.	10 1/2 x 7 1/2 x 8 1/2	6-100	Marmen	70
No.	Yes																										

1931 PASSENGER CAR BODY

NOTE: The body models listed below represent the lowest

MAKE & MODEL OF CHASSIS		GENERAL					BODY					STANDARD EQUIPMENT																			
		Body Model	Price (\$)	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	Covering Materials				Type of Finish	Wheels (Type and Make)	Bumpers	Shock Absorbers (Make)	Non-Shatterable Glass	Trunk Rack	Trunk	Spare Tire	Spare Tire Lock	Engine Heat Indicator	Dash Gasoline Gauge	Car Heater	Cigar Lighter	Rear Traffic Signal	Vanity and Smoking Set	Clock	Front Seat Adjustable	Locks and Theft-proof Devices	
									Body Panels	Rear Upper Quarter Sections	Upholstery	Top																			
Auburn	8-98	Sedan	995 127	5.50/17	1130	2	W&S.	Steel	Steel	B-M		Pyrox.	AM	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Austin		Coupe	395 75	3.75/18	2875	4	W&S.	Steel	Steel	Leather	Fabric.	Pyrox.	A.	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Buick	8-50	Phaeton	1055 114	5.25/18	3065	2	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	A.	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Buick	8-60	Phaeton	1335 118	5.50/19	3525	4	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	A.	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Buick	8-80	Sedan	1355 118	5.50/19	3795	4	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	A.	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Buick	8-90	Spt. Roadster	1610 132	6.50/19	4010	2	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	A.	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cadillac	355	Sedan	1785 132	6.50/19	4340	4	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	A.	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cadillac	370	Phaeton	2945 134	6.50/19	4380	4	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	AK	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cadillac	370	Sedan	2795 134	6.50/19	4645	4	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	AK	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cadillac	452	Phaeton	4045 140	7.00/19	4950	4	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	AK	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cadillac	452	Sedan	3895 140	7.00/19	5215	4	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	AK	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cadillac	452	Phaeton	6150 148	7.50/19	5835	4	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	AK	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cadillac	452	Sedan	5950 148	7.50/19	5835	4	W&S.	Steel	Steel	Leather	Im. Lea.	Pyrox.	AK	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Chevrolet		Coach	510 109	4.75/19		2	W&S.	Steel	Steel	Steel	Steel	Pyrox.	WO.	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Chrysler	Six	Sedan	895 116	5.25/19		4	Steel	Steel	Steel	Bedf. C		Pyrox.	C.	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Chrysler	70	Phaeton	1295 182	5.50/18	3315	4	M&W.	Steel	Steel	Leather		Pyrox.	A.	N	Ho.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Chrysler	70	Brougham	1245 182	5.50/18	3490	2	M&W.	Steel	Steel	Mohair.		Pyrox.	A.	N	Ho.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Chrysler	Eight	Phaeton	186	5.50/18		4	Wood.	Steel	Fabric.	Leather		Pyrox.	A.	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Chrysler	Eight	Royal Sedan	186	5.50/18		4	Steel	Steel	Steel	Leather		Pyrox.	A.	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Chrysler	Imp. 8	Sedan	2745 211	7.00/18	4705	4	W&S.	Steel	Steel	Varies.		Fabric.	Pyrox.	W	D	N	Ho.	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cord	L-29	Sedan	2395 137	7.00/18	4620	4	W&S.	Steel	Steel	Mohair.		Fabric.	Pyrox.	C.	N	Y	Ho.	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cunningham	V-9	Touring	7500 132	7.00/20	4700	4							Pyrox.	C.	N	Y	Ho.	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Cunningham	V-9	Petite Cab.	9600 132	7.00/20	4700	4							Pyrox.	C.	N	Y	Ho.	N	N	N	N	N	N	N	N	N	N	N	N	N	N
De Soto	Six	Sedan	775 169	4.75/19	2705	4	Steel	Steel	Steel	Broad.		Pyrox.	A.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
De Soto	Eight	Sedan	995 177	5.25/19	2965	4	Steel	Steel	Steel	Broad.		Pyrox.	A.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
De Soto	Eight	Phaeton	545 113	5.00/19		4		Steel	Steel	Leather		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
De Soto	Eight	Sedan	695 113	5.00/19	2725	4		Steel	Steel	Mohair.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
De Vaux	Six	Phaeton	775 169	4.75/19	2521	4	Steel	Steel	Steel	Leather		Pyrox.	AK	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
De Vaux	Six	Sedan	765 169	4.75/19	2668	4	Steel	Steel	Steel	Leather		Pyrox.	AK	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	6	Phaeton	845 114	5.00/19	2820	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	6	Sedan	1080 176	5.50/18	2960	4	Steel	Steel	Steel	Leather		Pyrox.	AM	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	8	Phaeton	1045 176	5.50/18	3043	4	Steel	Steel	Steel	Broad.		Pyrox.	AM	N	DR.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	8	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel	Steel	Varies.		Pyrox.	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dodge Bros.	Eight	Sedan	1135 118	5.50/18	3174	4	Steel	Steel																							

EQUIPMENT SPECIFICATIONS

priced 4-5 passenger open and closed bodies fitted on each chassis



MAKE & MODEL OF CHASSIS	GENERAL					BODY					STANDARD EQUIPMENT																				
	Body Model	Price (\$)	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)*	Number of Doors	Body Framework Material	Covering Materials				Type of Finish	Wheels (Type and Make)	Bumpers	Shock Absorbers (Make)	Non-Shatterable Glass	Trunk Rack	Trunk	Spare Tire	Spare Tire Lock	Engine Heat Indicator	Dash Gasoline Gauge	Car Heater	Cigar Lighter	Rear Traffic Signal	Vanity and Smoking Set	Clock	Front Seat Adjustable	Locks and Theft-proof Devices		
								Body Panels	Rear Upper Quarter Sections	Upholstery	Top																				
Nash..... 6-60	(Spt. Phaeton. Sedan)	895 114 1/4	5.00/19	2640	4 Wood.	Steel.	Fabric.	Leather.		Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.	
Nash..... 8-70	Spec. Sedan.	955 116 1/4	5.25/19	3000	4 Wood.	Steel.	Steel.	Mohair.		Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.
Nash..... 8-80	Sedan.	1295 121	5.50/18	3360	4 Wood.	Steel.	Steel.	Mohair.		Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.
Nash..... 8-90	Sedan.	1565 124	6.50/19	4000	4 Wood.	Steel.	Steel.	Bedf. C		Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.T.
Oakland..... 8	Sedan.	895 117	5.50/18	3173	2 M&W.	Steel.	Steel.	Mohair.	RCF.	Pyrox.	WM	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Oldsmobile F-31 Std.	Sedan.	845 113 1/2	5.25/18	2855	2 W&S.	Steel.	Steel.	Mohair.	RCF.	Pyrox.	CM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Oldsmobile F-31 Del.	Sedan.	910 113 1/2	5.25/18	2925	2 W&S.	Steel.	Steel.	Varies.	RCF.	Pyrox.	CM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Packard..... 826	Sedan.	2385 127 1/2	6.50/19	4479	4 M&W.	Steel.	Steel.	Broad.		Pyrox.	DM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Packard..... 833	(Phaeton. Club Sedan.)	2425 134 1/2	6.50/19	4488	4 M&W.	Steel.	Steel.	Leather.		Pyrox.	DM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Packard..... 840	(Phaeton. Sedan.)	3490 140 1/2	7.00/19	4439	4 M&W.	Steel.	Steel.	Leather.		Pyrox.	DM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Peerless..... Std. 8	Sedan.	3795 140 1/2	7.00/19	4955	4 M&W.	Steel.	Steel.	Broad.		Pyrox.	DM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Peerless Master 8	Sedan.	1495 118	5.50/19	3515	4 M&W.	Steel.	Steel.	Mohair.	RCF.	Pyrox.	AE.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Peerless..... Cus. 8	Sedan.	1995 125	6.00/19	4293	4 M&W.	Steel.	Steel.	Mohair.	RCF.	Pyrox.	AE.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Peerless..... Cus. 8	Sedan.	2795 138	6.50/19	4540	4 M&W.	Steel.	Steel.	Broad.	RCF.	Pyrox.	AE.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Pierce Arrow..... 43	(Spt. Tourer. Tourer.)	2895 134	6.50/19	4641	4 Ash.	Steel.	Steel.	Leather.		Pyrox.	AK.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.
Pierce Arrow..... 42	(Spt. Tourer. Tourer.)	2685 137	6.50/19	4870	4 Ash.	Steel.	Steel.	Broad.		Pyrox.	AK.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	S.D.
Pierce Arrow 41 LeB	(Spt. Tourer. Tourer.)	3450 142	7.00/18	4938	4 Ash.	Steel.	Steel.	Leather.		Pyrox.	AK.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	S.D.
Pierce Arrow 41 LeB	(Spt. Tourer. Tourer.)	3695 142	7.00/18	5277	4 Ash.	Steel.	Steel.	Broad.		Pyrox.	AK.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	S.D.
Plymouth..... 36 U	Conv. Sedan.	5200 147	7.00/18		4 Ash.	Steel.	Steel.	Broad.		Pyrox.	AK.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.
Plymouth..... 36 U	(Phaeton. Sedan.)	625 167 1/2	4.75/19		4 Wood.	Steel.	Fabric.	Leather.		Pyrox.	W	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Pontiac..... 1931	Sedan.	565 167 1/2	4.75/19		2 Steel.	Steel.	Steel.	Bedf. C		Pyrox.	W	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Pontiac..... 1931	Sedan.	675 112	5.00/19	2763	2 M&W.	Steel.	Steel.	Mohair.	RCF.	Pyrox.	W.K.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Reo..... 25 N	Sedan.	1695 125	6.50/17	3950	4	Steel.	Steel.			Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	D.D.
Reo..... 30 N	Sedan.	1995 130	6.50/18	4375	4	Steel.	Steel.			Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	D.D.
Reo..... 30 N	Sedan.	1995 130	6.50/18	4375	4	Steel.	Steel.			Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	D.D.
Reo..... Royale 35N	Sedan.	2485 135	6.50/18	4650	4 M&W.	Steel.	Steel.			Pyrox.	WM	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	D.D.
Studebaker..... Six 54	(Tourer. Sedan.)	114	5.25/19	2840	4 W&S.	Steel.	Steel.	Varies.		Pyrox.	AK	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Studebaker..... Six 54	(Tourer. Sedan.)	895 114	5.25/19	2900	4 W&S.	Steel.	Steel.	Varies.		Pyrox.	AK	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Studebaker..... Dic. 8	Sedan.	1150 114	5.25/19	3095	4 W&S.	Steel.	Steel.	Varies.		Pyrox.	AK	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Studebaker Com. 70	Sedan.	1585 124	6.00/19	3525	4 W&S.	Steel.	Steel.	Varies.		Pyrox.	AK	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.D.
Studebaker Pres. 80	Sedan.	1850 130	6.50/19	4250	4 W&S.	Steel.	Steel.	Varies.		Pyrox.	AK	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.D.
Studebaker Pres. 90	Sedan.	2350 136	6.50/19	4275	2 W&S.	Steel.	Steel.	Varies.		Pyrox.	AK	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.D.
Stutz..... LA	(Spt. Tourer. Tourer.)	2585 127 1/2	6.00/19	4155	4 M&W.	Steel.	Steel.	Leather.	RCF.	Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.T.
Stutz..... LA	(Spt. Tourer. Tourer.)	1995 127 1/2	6.00/19	4200	2 M&W.	Steel.	Steel.	Broad.	Py-Fa.	Pyrox.	AM	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.T.
Stutz..... LA	(Spt. Tourer. Tourer.)	3495 134 1/2	6.50/20	4775	4 M&W.	Steel.	Steel.	Leather.	RCF.	Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.S.
Stutz..... MA	(Spt. Tourer. Tourer.)	3445 134 1/2	6.50/20	4950	2 M&W.	Steel.	Steel.	M-B.	Py-Fa.	Pyrox.	AM.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.S.
Stutz..... MB	(Spt. Tourer. Tourer.)	3855 145	7.00/20	5045	2 M&W.	Steel.	Steel.	M-B.	Py-Fa.	Pyrox.	AM	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.S.
Willys Knight..... 66D	(Spt. Tourer. Tourer.)	1095 121	6.00/18	3483	4 Wood.	Steel.	Steel.	Broad.		Pyrox.	A.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Willys Six..... 97	(Spt. Tourer. Tourer.)	545 110	5.00/19		4 Wood.	Steel.	Steel.	Leather.		Pyrox.	A.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Willys Six..... 97	(Spt. Tourer. Tourer.)	675 110	5.00/19	2670	4 Wood.	Steel.	Steel.			Pyrox.	A.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Willys Six..... 98D	(Spt. Tourer. Tourer.)	795 113	5.00/19	2706	4 Wood.	Steel.	Steel.	Velvet.		Pyrox.	A.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.
Willys Eight 8-80 D	(Spt. Tourer. Tourer.)	995 121	5.50/19		4 Wood.	Steel.	Steel.	Broad.		Pyrox.	A.	N	N	Lo.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	I.D.

ABBREVIATIONS:

*—Italics denote Shipping Weight
 †—Overall Length
 ‡—Others furnished
 A—Artillery
 AE—Artillery-Bimel
 AJ—Artillery-Jaxon
 AK—Artillery-Kelsey-Hayes
 AL—Aluminum and Fabric
 Alum—Aluminum
 AM—Artillery-Motor Wheel

AS—Artillery-St. Marys
 AU—Artillery-Mutual
 B-B—Broadcloth or Bedford Cord
 Bedf. C.—Bedford Cord
 B-L—Broadcloth or Leather
 Broad—Broadcloth
 C—(Wheels) Optional
 CM—Wood or Wire Optional—Motor Wheel
 D—Door (Lock)
 DM—Disk-Motor Wheel

DO—Disk-Own
 DR—Delco-Remy
 F—Fedeo Numbering
 Fab. Lea.—Fabric Leather.
 Ga—Gabriel
 Ho—Houdaille
 I—Ignition
 Im.Lea.—Imitation Leather
 Lo—Lovejoy
 L-V—Leather or Velour
 M-B—Mohair or Broadcloth

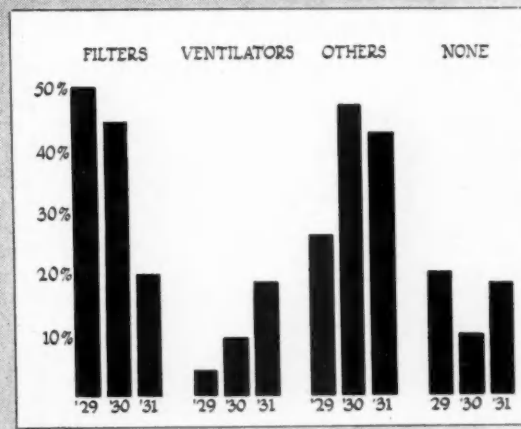
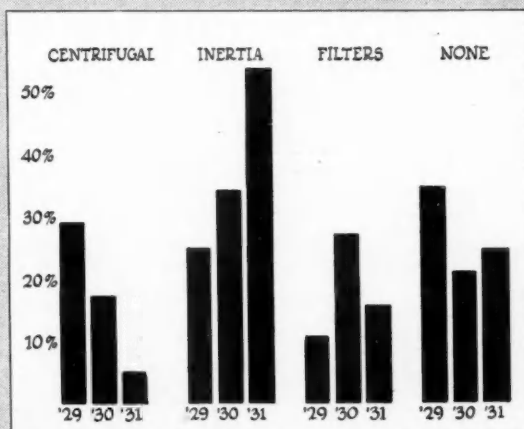
Mo—Monroe
 M&W—Metal & Wood
 N—No or None
 On—Own
 Opt—Optional
 P-M—Push or Mohair
 Py-Fa—Pyroxylon Fabric
 Pyrox—Pyroxylon Finish
 RCF—Rubber Coated Fabric
 S—Steering Wheel Lock
 S&A—Steel and Aluminum

T—Transmission Lock
 W—Wire (Wheels)
 Wa—Watson
 WB—Wire-Budd
 WD—Wire-Dayton
 Wh—Wahl
 WM—Wire-Motor Wheel
 WO—Wire-Own
 WS—Wire-St. Marys
 W&S—Wire and Steel
 Y—Yes

U. S. Passenger Car Engine Equipment Trends

Air Cleaner Types

Oil Cleaner Types



Per Cent of Models Equipped With Each Type

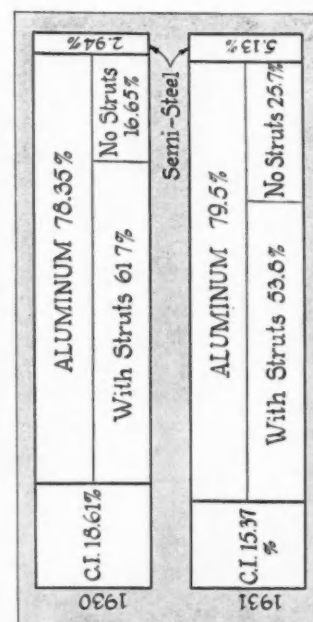
BRITISH PASSENGER CAR CHASSIS

NAME	H.P.	Wheelbase (Ins.)	Track (Ins.)	Tires (Ins.)	Number of Cylinders	BORE AND STROKE		Piston Displacement (Cu. In.)	Compression Ratio	Valves Location	Cylinders and Crankcase	Piston Material	CAM-SHAFT		Cooling	Pressure Lb.	Oil Sys-tem	Fuel System		Ignition Current Source	Transmission			Rear Axle						Springs	Brakes		Steering Gear Type	Wheels Type	Chassis Weight (Lb.)
						M. M.	Ins.						Clutch Type	Location				No. of Speeds	Lever Location		Universals Number and Type	Type	Final Drive	Gear Ratio	Taken By	Torque Taken By	Front	Rear	Hand		Foot	4-Wheel Operation			
A. J. S.	6	91	45	27x4 4	4	60x90	2 3x3 5	61	5.9	I	Int.	Al	CC	Ch	Th	20 abc	Sol	Vac	B	SP	Eng	C	2-Met	1-Met	Sp	5.5	Sp	1-2 El	IrW	IFw	DM	WN	Wire	1870	
Alvis	12	118	54	30x5 25	4	69x110	2 7x5 4.3	98	5.6	I	Sep	Al	CC	Hel	Pu	30 abc	Sol	Vac	B	SP	Sep	4 R	2-Met	1-Met	Sp	4.8	Sp	1-2 El	IrW	IFw	DM	Ca	Wire	1900	
Alvis F.W.D. (s)	15	120	56	27x4 4	4	67x100	2 7x5 9	91	6.4	L	Sep	Al	CC	Sp	Pu	20 abc	Sol	Vac	B	SP	Sep	4 R	2-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	Ca	Wire	2120	
Armstrong Siddeley	12	105	50	29x4 95	4	85x78 5	2 2x3 1	86	116	L	Sep	Al	CC	Sp	Pu	80 abc	SU	Pump	M	SP	TT	3 SW	1-Met	1-Met	Sp	5.5	Sp	1-2 El	IrW	IFw	DM	WN	Wire	1900	
Armstrong Siddeley	15	109	56	29x5 0	4	65x75 5	2 2x3 75	102	116	L	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	3 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	15	115	56	29x5 0	4	63x102	2 5x4 0	116	116	L	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	20	124	56	30x5 5	4	67x114	2 5x4 0	116	116	L	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
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Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	56	32x6 5	4	69x133	3 5x5 25	173	102	I	Int.	Al	CC	Ch	Pu	25 abc	Cl	Pump	M	SP	TT	4 SW	1-Met	1-Met	Sp	5.0	Sp	1-2 El	IrW	IFw	DM	WS	Wire	1900	
Armstrong Siddeley	30	135	5																																

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Engine Piston Material Used

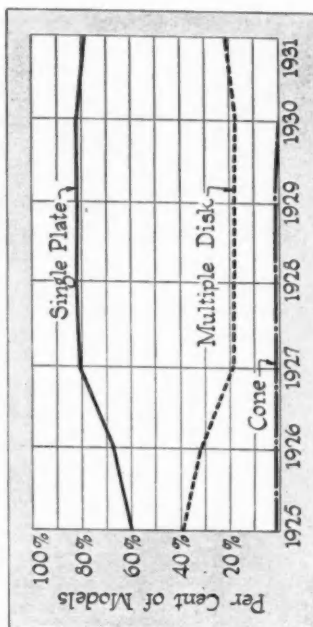
In Per Cent of Models Using Each: Data p. 326



American Passenger Car Trends

Clutch Types Used

In Per Cent of Car Models Using Each; Data p. 322



SW—Above or below Steering Wheel
ThS—Thermo Siphon
TT—Torque Tube
TA—Torque Arm
Tr—Transverse half-elliptic
V—Valves
Vc—Vacuum
VcS—Vacuum Servo
Vr—Various
Wo—Worm
WN—Worm and Nut
WS—Worm and Sector
WW—Worm and Wheel
Zen—Zenith

Planetary
Right Hand
Radius Rods
Separate
Spinal Bevel (Final Drive)
Springs (Propulsion & Torque)
Mechanical Servo
Sleeve Valves
Spur Spur Gears
Solex
Spish
Smith
Stromberg
Single Plate

Hel-Helical Gear
HS-Hollow Pressed Steel
Hyd-Hydraulic
Hyp-Hypoid
--Valves in Head
nt-Integral
Fw-Internal Four Wheels
Rw-Internal Rear Wheels
Tr-Internal Transmission
--Valves at Side
M-Magneto
MB-Magneto and Battery
MD-Multiple Dry Plate
nt-Metal

a Front end gears or chain (Oiling System)
 Ecc Eccentric
 EI Quarter-elliptic
 EI Half-elliptic
 Eng Unit with Engine
 Ext External Transmission
 F In Head and Side
 Fb Fabric, 1 Metal
 FF Full Floating
 FI Semi-floating
 FI Three-quarter Floating
 Fr Friction Transmission
 FS Front Springs

- b-Big-ends (Oiling System)
- B-Battery
- Bv-Beyel
- c-Cams
- c-Camshaft Bearings (Oiling System)
- C-Central
- C-Cam
- Cst-Cantilever
- CC-In Crankcase
- CI-Cast Iron
- CI&A-Cast Iron and Aluminum
- C-Cast Chain
- C-Clauded
- W-Wrist Pins (Oiling System)

a) Front Wheel Drive, Supercharged
b) Fluid Flywheel Optional
c) Supercharged Speed Model Only
d) Engine at Rear, Friction Disk Transmission, Double Reduction Gear in Rear Wheels

ABBREVIATIONS

—Main Bearings (Oiling System)
A—Aluminum
AS—Aluminum and Steel
P—Auto-pulse Pump

CONTINENTAL PASSENGER CARS

MAKE	ENGINE										ELECTRICAL SYSTEM				TRANSMISSION						RUNNING GEAR															
	Wheelbase (Ins.)	Tires (mm. or ins.)	No. of Cylinders	Bore & Stroke mm.	Bore & Stroke inches	Piston Displacement Cubic Inches	Compression Ratio	No. of Main Bearings	Valve Arrangement	Cylinders and Crankcase	Camshaft		Cooling System	Lubrication (Pressure to)	Fuel		Ignition System Make	Current Source	Voltage	Clutch Type	Gearset		Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Springs		Hand	Foot	Operation	Steering	Standard Wheels		
											Location	Drive			Carburetor Make	Fuel Feed					No. of Forward Speeds	Position of Lever						Front	Rear							
FRENCH																																				
Amilcar	104 47	12x45	4	60x110	2 3/8x4 3/8	77	5.0	5	1-2	4 Int.	Al.	CC	Ch.	Pin.	Ths.	ab.	Solex.	S.E.V.	M	12 MD	12 MD	Eng.	4 C.	1 Fab.	1 Fab.	Sp.	5.1	4.9	TT	1/2 El.	Cont.	IR	IFR	Mech.	WS	W
Amilcar	118 51	13x50	6	63x80	2 1/2x3 1/4	120	5.1	1	4-1	4 Int.	Al.	OH	Pin.	Ch.	Ths.	ab.	Vac.	Scin.	M	12 SP	12 SP	Eng.	4 C.	1 Fab.	1 Fab.	Sp.	4.9	4.9	TT	1/2 El.	IF	IFR	Mech.	WS	W	
Aries	116 45	13x45	6	60x80	2 3/8x3 7/8	66	5.1	1	4-1	4 Int.	Al.	OH	Pin.	Ch.	Ths.	ab.	Zenth.	Delco.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.5	5.5	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Ballot	131 53	32x6 20	6	98x120	3 5/8x4 1/2	175	4.5	9	1-1	6 Sep.	Al.	OH	Pin.	Ch.	Pu.	abc.	Pump.	Delco.	B	12 MD	12 MD	Eng.	4 C.	2 Met.	2 Met.	Sp.	5.5	5.5	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Ballot	132 53	32x6 20	6	98x105	2 7/8x3 5/8	58	5.1	2	1-1	4 Int.	Al.	CC	Pin.	Pin.	Ths.	abc.	Zenth.	S.E.V.	M	12 Co.	12 Co.	Eng.	3 C.	1 Fab.	1 Fab.	Sp.	5.6	5.6	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Benova	101 44	27x4 40	4	57x70	2 1/4x3 1/8	67	5.1	2	1-1	4 Int.	Al.	CC	Pin.	Pin.	Ths.	abc.	Solex.	S.E.V.	M	12 Co.	12 Co.	Eng.	3 C.	1 Fab.	1 Fab.	Sp.	5.6	5.6	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Benova	101 44	27x4 40	4	62x91	2 4x3 5/8	67	5.1	2	1-1	4 Int.	Al.	CC	Pin.	Pin.	Ths.	abc.	Solex.	S.E.V.	M	12 Co.	12 Co.	Eng.	3 C.	1 Fab.	1 Fab.	Sp.	5.6	5.6	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Benova	106 47	27x4 40	4	66x97	2 5/8x3 1/8	80	5.4	4	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	S.E.V.	M	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.1	5.1	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Berliet	111 55	13x45	4	65x112	2 5/8x4 1/2	90	4.7	3	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	P.R.H.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	4.7	4.7	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Berliet	119 55	13x45	4	80x130	3 1/4x5 1/8	133	5.3	9	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	P.R.H.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.1	5.1	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Berliet	123 55	13x45	4	65x100	2 5/8x3 1/2	122	5.1	3	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	P.R.H.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.1	5.1	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Berliet	123 55	13x45	4	65x100	2 5/8x3 1/2	122	5.1	3	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	P.R.H.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.1	5.1	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
B.N.C. (Sup.)	123 55	13x45	4	65x100	2 5/8x3 1/2	122	5.1	3	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	P.R.H.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.1	5.1	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
B.N.C.	123 55	13x45	4	65x100	2 5/8x3 1/2	122	5.1	3	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	P.R.H.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.1	5.1	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
B.N.C.	123 55	13x45	4	65x100	2 5/8x3 1/2	122	5.1	3	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	P.R.H.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.1	5.1	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
B.N.C.	123 55	13x45	4	65x100	2 5/8x3 1/2	122	5.1	3	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	P.R.H.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.1	5.1	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
B.N.C.	123 55	13x45	4	65x100	2 5/8x3 1/2	122	5.1	3	1-1	4 Int.	Al.	CC	Pin.	Pin.	Pu.	abc.	Zenth.	P.R.H.	B	12 SP	12 SP	Eng.	4 C.	1 Met.	1 Met.	Sp.	5.1	5.1	TT	1/2 El.	IFR	IFR	Mech.	SN	W	
Bucciali (Fr. W.Dr.)	137 53	32x6 20	8	73x120	2 7/8x4 1/2	245	5.1	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Zenth.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	3.4	3.4	TA	1/2 El.	IF	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Zenth.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.	2 Fab.	2 Fab.	Sp.	4.1	4.1	TA	1/2 El.	IFR	IFR	Mech.	WS	W
Bugatti	123 49	28x4 95	4	69x100	2 7/8x3 1/2	182	4.9	9	1-1	8 Sep.	Al.	OH	Pin.	Pin.	Pu.	abc.	Scheb.	Pump	Scin.	M	12 MD	12 MD	Eng.	4 C.</												

Lorraine	120 55	30x6	6	75x130	2 95x5 11	210	6	51	8 Sep.	Al	CC	Pin.	Pu.	abe.	Zenith.	Grav.	Delco.	B.	12 SP.	Eng.	4 C	1 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Servo.	W
Lorraine	122 53	33x6	6	75x130	2 95x5 11	210	5	51	8 Sep.	Al	CC	Pin.	Pu.	ThS.	Solex.	Vac.	Delco.	B.	12 SP.	Eng.	4 C	1 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Servo.	W
Mathis	139 46	12x45	6	65x86	2 35x3 14	105	2 2	3	4 Int.	Al	CC	Pin.	Pu.	ThS.	Solex.	Vac.	Delco.	B.	6 SP.	Eng.	3 C	2 Met.	Sp.	6	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Mathis	117 48	12x45	6	72x100	2 85x3 93	109	2	3	4 Int.	Al	CC	Pin.	Pu.	ThS.	Solex.	Vac.	Delco.	B.	6 SP.	Eng.	3 C	2 Met.	Sp.	6	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Mathis	116 48	12x45	6	72x100	2 85x3 93	122	2	1	4 Int.	Al	CC	Pin.	Pu.	ThS.	Solex.	Vac.	Delco.	B.	6 SP.	Eng.	3 C	2 Met.	Sp.	6	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Mathis	117 48	12x45	6	72x100	2 85x3 93	122	2	1	4 Int.	Al	CC	Pin.	Pu.	ThS.	Solex.	Vac.	Delco.	B.	6 SP.	Eng.	3 C	2 Met.	Sp.	6	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Mathis	124 56	14x45	8	82x140	3 14x 72	229	5 2	4	8 Int.	Al	CC	Pin.	Pu.	ThS.	Strom.	Pump	Delco.	B.	12 SP.	Eng.	4 C	1 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Hvd	W
Mathis	124 56	14x45	8	82x140	3 14x 72	229	5 2	4	8 Int.	Al	CC	Pin.	Pu.	ThS.	Strom.	Pump	Delco.	B.	12 SP.	Eng.	4 C	1 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Hvd	W
Morris Leon Bolle	122 56	31x5 25	6	70x100	2 95x4 10	167	5 3	10	8 Int.	Al	OH	Pin.	Pu.	abe.	S. U.	Vac.	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	5	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WW
Morris Leon Bolle	121 56	32x6 20	6	70x100	2 95x4 10	167	5 3	10	8 Int.	Al	OH	Pin.	Pu.	abe.	S. U.	Vac.	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	5	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WW
Morris Leon Bolle	121 56	32x6 20	6	70x100	2 95x4 10	167	5 3	10	8 Int.	Al	OH	Pin.	Pu.	abe.	S. U.	Vac.	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	5	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WW
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.	Mech	WS
Matoble	114 51	14x45	6	65x90	2 67x3 93	98	5	2	4 Sep.	Al	OH	Pin.	Pu.	abe.	Zenith.	Vac	Delco.	B.	12 SP.	Eng.	3 C	2 Met.	Sp.	4	TT	TT	TT	TT	1 2 El.	Can.	IR	IFR.</		

[illegible]

ABBREVIATIONS:

- A—Artillery
M—Main Bearings
AL—Aluminum
AP—Alpac
B—Battery
L—Lower Rod Bearings
R—Bevel Gear
C—Center
C—Cannshaft
Cant—Cantilever
CC—Crankcase

CONTINENTAL PASSENGER CARS—Continued

MAKE	ENGINE										ELECTRICAL SYSTEM										TRANSMISSION										RUNNING GEAR			
	Wheelbase (Ins.)	Tread (Ins.)	Tires (mm. or lin.)	Bore & Stroke mm.	Bore & Stroke inches	Cubic Displacement	Compression Ratio	No. of Main Bearings	Valves Arrangement	Cylinders and Crankcase	Piston Material	Location	Camshaft Drive	Cooling System	Lubrication	Fuel		Ignition System Make	Current Source	Voltage	Clutch Type	Gearset		Universal Joints	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Brakes		Operation	Steering		
																Fuel	Carburetor Make					No. of Forward Speeds	Position of Lever						Front	Rear			Hand	Foot
ITALIAN—Cont'd																																		
Fiat	146/57	32x6.75	8	82x118	3.22x4.64	304	5.1	9 L	8 Sep.	Al	CC	Ch.	Pu.	abc	Zenith.	Pump.	Own.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	4.3	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WW		
Isotta-Fraschini	145/56	33x6.75	8	95x130	3.74x5.11	449	5	9 L	8 Sep.	Al	OH	Pin.	Pu.	abc	Zenith.	Pump.	R.Bos.	B.	12 MD.	Eng.	3 C.	1 Met.	Sp.	4.1	TT	TT	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WW		
Lancia	134/56	14x50	4	82x120	3.23x4.72	156	5.2	3 L	8 Sep.	Al	OH	Hel.	Pu.	abc	Zenith.	Vac.	R.Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	4.4	TT	TT	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Lancia	137/57	16x50	8	79x3100	3.11x3.93	241	5.35	5 L	8 Int.	Al	CC	Ch.	Pu.	abc	Zenith.	Pump.	R.Bos.	B.	12 SP.	Eng.	4 C.	3 Met.	Hyp.	4.2	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
BELGIAN																																		
A. D. K.	115/52	14x45	8	63x90	2.48x3.54	107	4.01	3 L	8 Sep.	Al	CC	Pin.	Pu.	abc	Solex.	Vac.	Scin.	M.	12 SP.	Eng.	3 C.	2 Met.	Sp.	4.6	Sp.	Sp.	1/2 EI	1/2 EI	IT.	IFR.	Servo.	WS		
Astra (Fr. Wh. Dr.)	110/45	27x4.75	4	63x94	2.48x3.7	72	5.1	2 L	4 Sep.	Al	CC	Pin.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
F. N.	111/50	730x130	4	68x100	2.67x3.93	88	4.5	3 L	4 Sep.	Al	CC	Pin.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	4.8	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
F. N.	119/58	28x5.5	8	72x100	2.83x3.93	198	5.1	9 L	8 Int.	Al	CC	Pin.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	5.7	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Imperia	106/50	730x130	4	66x80	2.59x3.14	61	5	2 SL	4 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	4 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Imperia	115/50	740x140	6	66x80	2.59x3.14	91	5	4 SL	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	4 C.	2 Met.	Sp.	4.8	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Imperia	115/50	740x140	6	66x80	2.59x3.14	109	5.2	4 SL	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	4 C.	2 Met.	Sp.	4.8	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Minerva	119/56	780x150	6	68x92	2.67x3.62	122	5.5	7 SL	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	12 MD.	Eng.	3 C.	2 Met.	Sp.	5.8	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Minerva	123/59	15x60	6	75x112	2.95x4.4	171	5.5	7 SL	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	12 MD.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Minerva	149/57	32x6.75	8	75x112	2.95x4.4	303	5.25	9 SL	8 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	12 MD.	Eng.	4 C.	2 Met.	Sp.	3.3	TT	TT	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Minerva	143/59	32x6.75	8	75x112	2.95x4.4	244	4.9	9 SL	8 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	12 MD.	Eng.	4 C.	2 Met.	Sp.	3.9	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Minerva	153/59	32x6.75	8	90x130	3.54x5.1	409	4.9	9 SL	8 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	12 MD.	Eng.	4 C.	2 Met.	Sp.	3.7	TT	TT	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Minerva	135/59	32x6.75	8	90x130	3.54x5.1	409	4.9	9 SL	8 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	12 MD.	Eng.	4 C.	2 Met.	Sp.	3.7	TT	TT	1/2 EI	1/2 EI	IR.	IFR.	Servo.	WS		
Sizaire Freres	130/57	15x50	6	74x111	3.4x4.5	177	5.2	7 SL	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	1 Met.	Sp.	5.1	TT	TT	Trans.	Trans.	IR.	IFR.	Hyd.	Rack		
GERMAN																																		
Adler "Favorit"	112/53	5.25x18	4	75x110	2.95x4.33	119	5	3 L	4 Int.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.7	Sp.	Sp.	1/2 EI	1/2 EI	ET.	EF.	Hyd.	WS		
Adler "Std. 6A"	117/53	5.25x20	6	75x110	2.95x4.33	178	5.3	7 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	4.9	Sp.	Sp.	1/2 EI	1/2 EI	ET.	EF.	Hyd.	WS		
Adler "Std. 6S"	123/53	6.00x20	6	75x110	2.95x4.33	178	5.3	7 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.7	Sp.	Sp.	1/2 EI	1/2 EI	ET.	EF.	Hyd.	WS		
Adler "Standard 8"	130/56	6.00x20	8	75x110	2.95x4.33	236	5.3	9 L	8 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	4.92	Sp.	Sp.	1/2 EI	1/2 EI	ET.	EF.	Hyd.	WS		
Audi "T"	122/58	5.50x20	6	82x120	3.23x4.33	236	5.3	9 L	8 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	4.92	Sp.	Sp.	1/2 EI	1/2 EI	ET.	EF.	Hyd.	WS		
Audi "SS"	138/58	6.50x20	8	82x120	3.23x4.33	236	5.3	9 L	8 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	ET.	EF.	Hyd.	WS		
Audi "R"	143/57	32x6.75	8	80x122	3.15x4.8	297	5	9 L	8 Int.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	4.28	Sp.	Sp.	1/2 EI	1/2 EI	ET.	EF.	Hyd.	WS		
B. M. W.	175/50	27x4.75	4	63x94	2.48x3.7	72	5.1	2 L	4 Sep.	Al	CC	Pin.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.2	TT	TT	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI	IR.	IFR.	Mech.	WS		
Brennan "Jewel"	120/53	5.50x18	8	74x90	2.91x3.78	150	5.2	4 L	6 Sep.	Al	CC	Ch.	Pu.	abc	Solex.	Vac.	R.Bos.	B.	6 SP.	Eng.	3 C.	2 Met.	Sp.	5.1	Sp.	Sp.	1/2 EI	1/2 EI						

Herch. 500 135 583	6.520	8 87x104	3 42x4.09	300	5.2	5 L	8 Int.	Al.	OH.	W.	Pu.	abode	Solent.	Pump.	R. Bos.	B.	12 SP.	Eng.	4 C.	1 Met.	Sp.	5.33 TT.	TT.	1/2 El.	IR.	IF.	Servo.	Var.	
Lev. N12 113 53	30x5.26	6 65x100	2 55x3.93	122	6	4 L.	6 Sep.	Al.	CC.	Ch.	Pu.	ab.	Zenith.	Vac.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Met.	Sp.	5.0 Sp.	Sp.	1/2 El.	IR.	IF.	Mech.	W.	
Maybach N8 121 109 57	2 95x4.72	7 75x120	2 95x4.72	194	5.5	7 L.	6 Int.	Al.	CC.	Ch.	Pu.	ab.	Zenith.	Vac.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Met.	Sp.	5.0 Sp.	Sp.	1/2 El.	IR.	IF.	Mech.	W.	
Maybach "Zeppelin" 12 144 98	32x6.75	12 86x100	3 35x3.93	437	5.35	8 L.	12 Int.	Al.	CC.	Hel.	Pu.	ab.	Solent.	Vac.	R. Bos.	B.	12 SP.	Eng.	5 C.	1 Met.	Sp.	3.58 TT.	TT.	1/2 El.	IR.	IF.	Mech.	W.	
N.A.G. Protos 208	137 157	6.520	8 84x120	3 34x.72	242	5.8	7 L.	6 Sep.	Al.	CC.	Spur.	Pu.	ab.	Pallas.	Pump.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Met.	Sp.	4.83 Sp.	Sp.	1/2 El.	IR.	IF.	Hyd.	W.
Automatic Church 137 57	6.520	8 84x120	3 34x.72	242	5.3	7 L.	6 Sep.	Al.	CC.	Spur.	Pu.	ab.	Pallas.	Pump.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Met.	Sp.	5.27 Sp.	Sp.	1/2 El.	IR.	IF.	Hyd.	W.	
N.A.G. Protos 204	133 56	6.520	8 80x120	3 15x4.72	219	5.5	7 L.	6 Sep.	Al.	CC.	Hel.	Pu.	ab.	Pallas.	Pump.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.2 Sp.	Sp.	1/2 El.	IR.	IF.	Mech.	W.
N. S. U. 405 109 57	5.25x18	6 63x99	2 44x3.89	109	5.8	4 L.	6 Int.	Al.	CC.	Ch.	Pu.	ab.	Solent.	Grav.	R. Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	5.45 Sp.	Sp.	1/2 El.	IR.	IF.	Mech.	W.	
N. S. U. 8 42 109 57	4 00x18	4 60x90	2 56x3.54	61	5.6	2 L.	4 Sep.	Al.	CC.	Hel.	Pu.	ab.	Solent.	Grav.	R. Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	5.3 Sp.	Sp.	1/2 El.	IR.	IF.	Mech.	W.	
Opel 100 48	4 50x14	4 60x90	2 56x3.54	104	5.2	2 L.	4 Sep.	Al.	CC.	Hel.	Pu.	ab.	Solent.	Grav.	R. Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	4.77 Sp.	Sp.	1/2 El.	IR.	IF.	Mech.	W.	
Reich 128 53	5.5x15	8 63x100	2 45x3.93	184	5.8	9 L.	8 Sep.	Al.	CC.	Hel.	Pu.	ab.	Solent.	Grav.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Fab.	Sp.	4.77 Sp.	Sp.	1/2 El.	IR.	IF.	Mech.	W.	
Simpson "up"	139 56	6.520	6 79 48x	115 3 13x4.52	205	5.3	7 L.	6 Sep.	Al.	CC.	Spur.	Pu.	ab.	Solent.	Vac.	R. Bos.	B.	12 SP.	Eng.	4 C.	1 Met.	Sp.	4.73 TT.	TT.	1/2 El.	IR.	IF.	Mech.	W.
Simpson "A"	140 57	6.520	8 72 48x	120 3 13x4.72	181	5.3	9 L.	8 Sep.	Mag.	CC.	Ch.	Pu.	ab.	Strom.	Vac.	R. Bos.	B.	12 SP.	Eng.	4 C.	1 Met.	Sp.	4.73 TT.	TT.	1/2 El.	IR.	IF.	Mech.	W.
Stevens "Mar-	27x4.5	8 68x102	2 67x4.01	280	5.2	5 L.	8 Int.	Al.	CC.	Ch.	Pu.	ab.	Schub.	Pump.	R. Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	5.1 Sp.	Sp.	1/2 El.	IR.	IF.	Hyd.	W.	
Schall "Gigant"	27x4.5	8 72x122	2 83x4.95	241	5.2	5 L.	8 Int.	Al.	CC.	Ch.	Pu.	ab.	Schub.	Pump.	R. Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	4.9 Sp.	Sp.	1/2 El.	IR.	IF.	Hyd.	W.	
G15 134 56	27x4.5	8 72x108	2 83x4.95	215	5.2	5 L.	8 Int.	Al.	CC.	Ch.	Pu.	ab.	Schub.	Pump.	R. Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	4.9 Sp.	Sp.	1/2 El.	IR.	IF.	Hyd.	W.	
Stover M14 120 57	27x1.8	8 80x120	3 37x3.23	370	5.2	8 L.	8 Sep.	Al.	CC.	Ch.	Pu.	ab.	Schub.	Grav.	R. Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	4.1 Sp.	Sp.	1/2 El.	IR.	IF.	Hyd.	W.	
Stover (front drive)	108 49	27x3	2 83x3.23	370	5.2	8 L.	8 Sep.	Al.	CC.	Ch.	Pu.	ab.	Schub.	Grav.	R. Bos.	B.	12 SP.	Eng.	4 C.	2 Met.	Sp.	4.1 Sp.	Sp.	1/2 El.	IR.	IF.	Hyd.	W.	
Wanderer W10 118 56	27x3	4 72x104	2 83x3.23	185	5.6	2 L.	4 Sep.	Al.	CC.	Ch.	Pu.	ab.	Zenith.	Vac.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.7 Sp.	Sp.	1/2 El.	IR.	IF.	Mech.	W.	
Wanderer W11 118 56	30x6	7 72x104	2 83x3.23	185	5.6	2 L.	4 Sep.	Al.	CC.	Ch.	Pu.	ab.	Zenith.	Vac.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.7 Sp.	Sp.	1/2 El.	IR.	IF.	Mech.	W.	
Austro-Daimler ADR 137 56	32x6.20	6 76x110	3 4x.34	182	5.77	3 L.	6 Int.	Al.	OH.	Bev.	Pu.	ab.	Zenith.	Pump.	R. Bos.	M.	12 SP.	Eng.	4 C.	2 Fab.	Sp.	5.36 SwA	SwA	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Austro-Daimler ADR 137 56	32x6.20	6 76x110	3 4x.34	182	7.25	3 L.	6 Int.	Al.	OH.	Bev.	Pu.	ab.	Zenith.	Pump.	R. Bos.	M.	12 SP.	Eng.	4 C.	2 Fab.	Sp.	4.9 SwA	SwA	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Austro-Daimler ADR 3	147 57 32x6.50	8 80x115	3 15x4.53	284	6	9 L.	8 Int.	Al.	OH.	Ch.	Pu.	ab.	Strom.	Pump.	R. Bos.	MB	12 SP.	Eng.	4 C.	2 Fab.	Sp.	5.36 SwA	SwA	1/2 El.	Trans.	IR.	IF.	Hyd.	W.
Graef & Stift. S 5 146 56	7x20	8 80x130	3 15x5.12	242	4	8 L.	6 Int.	Al.	OH.	Ch.	Pu.	ab.	Goethe.	Pump.	R. Bos.	Auto-L.	12 SP.	Eng.	4 C.	1 Met.	Sp.	5.33 TT.	TT.	1/2 El.	Trans.	IR.	IF.	Hyd.	W.
Graef & Stift. S 5 146 56	7x20	8 80x130	3 15x5.12	242	4	8 L.	6 Int.	Al.	OH.	Ch.	Pu.	ab.	Goethe.	Pump.	R. Bos.	Auto-L.	12 SP.	Eng.	4 C.	1 Met.	Sp.	5.33 TT.	TT.	1/2 El.	Trans.	IR.	IF.	Hyd.	W.
Sterr. XX 117 54	5.25x18	6 70x90	2 37x3.54	126	5.3	8 L.	6 Sep.	Al.	OH.	Ch.	Pu.	ab.	Pallas.	Grav.	R. Bos.	B.	12 MD.	Eng.	3 C.	2 Fab.	Sp.	5.3 RR	RR	1/2 El.	Trans.	IR.	IF.	Hyd.	W.
Sterr. XX 124 50	7 75x145	6 65x104	2 56x4.06	126	5.0	3 L.	6 Sep.	Al.	OH.	Ch.	Pu.	ab.	Pallas.	Grav.	R. Bos.	B.	12 MD.	Eng.	3 C.	2 Fab.	Sp.	5.3 RR	RR	1/2 El.	Trans.	IR.	IF.	Hyd.	W.
Sterr. XII 118 50	7 75x145	6 61 55x88	4 2x3.46	95	7	3 L.	6 Sep.	Al.	OH.	Ch.	Pu.	ab.	Pallas.	Grav.	R. Bos.	M.	12 MD.	Eng.	4 C.	2 Fab.	Sp.	5.3 RR	RR	1/2 El.	Trans.	IR.	IF.	Hyd.	W.
W. F. F. XII 129 53	820x120	4 82x140	2 22x5.51	183	4	3 L.	4 Sep.	Al.	CC.	Sp.	Pu.	ab.	WAF.	Vac.	R. Bos.	M.	12 MD.	Eng.	4 C.	1 Met.	Sp.	4.1 TT	TT	1/2 El.	Trans.	IR.	IF.	Mech.	W.
W. F. F. TU 8 147 54	860x160	8 72x130	2 83x5.11	258	4	6 L.	4 Sep.	Al.	CC.	Sp.	Pu.	ab.	Zenith.	Vac.	R. Bos.	M.	12 MD.	Eng.	4 C.	1 Met.	Sp.	3.8 TT	TT	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Uggar, Algen. Mach. "Magetar"	118 57 730x130	6 59x100	2 32x3.94	100	5.2	3 L.	6 Sep.	Al.	CC.	Sp.	Th.S.	ab.	SE.	Vac.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Met.	Sp.	5.6 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Hyd.	W.
Uggar, Algen. Mach. "Magesic"	118 57 29x5	6 67x100	2 65x3.94	121.5	5.2	3 L.	6 Sep.	Al.	CC.	Sp.	Th.S.	ab.	Zenith.	Vac.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Met.	Sp.	5.1 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Hyd.	W.
Uggar, Algen. Mach. "Supermagosir"	126 56 29x5.50	6 71 5x100	2 8x3.94	144.5	5.3	3 L.	6 Sep.	Al.	CC.	Sp.	Th.S.	ab.	Zenith.	Vac.	R. Bos.	B.	12 SP.	Eng.	3 C.	2 Met.	Sp.	5.6 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Hyd.	W.
Czechoslovak. Zbrojovka "Pezlo" 99	104 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M	12 SP.	Eng.	3 C.	2 Fab.	Sp.	5.3 Sp.	Sp.	1/2 El.	Trans.	IR.	IF.	Mech.	W.
Pezlo "Pezlo" 99	102 46 27x4.75	2 80x108	3 15x3.93	61	5	5 L.	2 Sep.	Al.	N.	Ch.	Th.S.	ab.	Anso.	Grav.	R. Bos.	M</													



AMERICAN GASOL

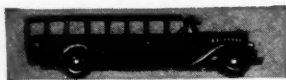
MAKE AND MODEL	GENERAL						ENGINE					ELECTRICAL SYSTEM				GOVERNOR		TRANS							
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Tires Type and Sizes		Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Fuel System		Ignition System		Generator and Starter Make	Battery		Type	Maximum Governed Speed (M.P.H.)	Clutch				
						Front (Ins.)	Rear (Ins.)					Carburetor Make	Feed	Make	Current Source		Make	Voltage and Amp. Hour Capacity			Make	Type			
A.C.F.	85	21	185	65-66	5800	B7.50/20	B7.50/20	Ow'n. WXC-2	6-41x4 1/2	40.8	L	abc	Zen.	P.	L-N	B.	L-N	Opt.	12-108	N-P	N-P	B-L	SP		
A.C.F.	216	25	216	65-69	6300	B8.25/20	B8.25/20	Ow'n. WXC-3	6-41x4 1/2	43.8	L	abc	Zen.	P.	L-N	B.	L-N	Opt.	12-108	N-P	N-P	B-L	SP		
A.C.F.	30	29	230	72-78	9300	B40x9	B40x9d	HaS	160	6-41x5 1/2	43.3	I	abce	Zen.	V.	D-R	B.	D-R	Opt.	12-180	N-P	N-P	B-L	SP	
A.C.F.	40	34	240	79 1/2-74	10300	B9 75/20	B9.75-20	HaS	160	6-41x5 1/2	43.3	I	abce	Zen.	V.	D-R	B.	D-R	Opt.	12-180	N-P	N-P	B-L	SP	
A.C.F.	45.64	38	264	79 1/2-74	11250	B9 75/20	B10.5-22	HaS	175	6-5x6	60.0	I	abce	Zen.	P.	D-R	B.	D-R	Opt.	12-180	N-P	N-P	Long	DP	
Acme	120	29	220	60-72 1/2	8200	P-36x8	P-36x8d	Cont.	20R	6-41x4 1/2	40.1	I	abed	Str.	V.	A-L	B.	A-L	Wil.	6-120	Ce.	40	B-L	MDD	
Brookway	17B		155 1/2	60-61 1/2	4550	P-30x5	P-30x5d	Cont.	27B	6-39x4 1/2	27.3	L	abce	Zen.	P.	A-L	B.	A-L	Exi	6-129	Su.	36.7	B-L	SP	
Brookway	90B		149 1/2	56 1/2-60	3650	P-32x6	P-32x6d	Cont.	27B	6-39x4 1/2	27.3	L	abce	Zen.	P.	A-L	B.	A-L	Exi	6-100	Su.	44.6	B-L	SP	
Brookway	120B	21	188	60-64	5500	P-32x6	P-32x6d	Cont.	30B	6-41x4 1/2	38.4	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-118	Su.	40.0	B-L	MDD	
Brookway	140B		188	60-66	5875	P-32x6	P-32x6d	Cont.	30B	6-41x4 1/2	38.4	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-118	Su.	34.3	B-L	MDD	
Brookway	170B		188 1/2	64-69 1/2	7225	P-32x6	P-32x6d	Cont.	33B	6-41x4 1/2	40.8	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-158	Su.	35.6	B-L	MDD	
Brookway	195B		200	64-69 1/2	7960	P-34x7	P-34x7d	Cont.	33B	6-41x4 1/2	40.8	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-158	Su.	35.7	B-L	MDD	
Brookway	220B		200	64-71 1/2	8660	P-36x8	P-36x8d	Cont.	34B	6-41x4 1/2	45.9	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-158	Su.	36.9	B-L	MDD	
Day-Elder	30A	30	5400	68 1/2-65 3/4	8600	B9.00/20	B9.00/20	Cont.	21R	6-41x4 1/2	35.9	I	aede	Zen.	V.	D-R	B.	D-R	USL	12-142	Ce.	37	B-L	SP	
Day-Elder	36	30	5000	74-74	7000	P-36x6	P-36x6d	Cont.	6B	6-31x5	33.7	L	ab	Zen.	V.	RBos.	M	RBos.	Wil.	12-130	Ce.		Ful	MDD	
Douglas	21	182	58		5700	P-32x6	P-32x6d	Buda	DW-6	6-31x5	33.7	L	a	Zen.	V.	L-N	B.	L-N	Exi	12-117	Ce.	Opt.	Ful	MDD	
Douglas	29	6750	230	62-77	5700	B9.75/20	B9.75/20	Buda	BA-6	6-41x5 1/2	40.8	L	a	Zen.	P.	L-N	B.	L-N	Siber	12-135	Ce.	Opt.	Ful	MDD	
Fargo	CG2R-172	50	172	72-72	12010	B8.25/20	B8.25/20	Ow'n. CG-2	8-31x5	39.2	L	abce	Str.	P.	D-R	B.	D-R	Wil.	12-160			B-L	SP		
Fargo	CG-2-R-172	21-25	172	72-72	12815	B7.50/20	B7.50/20	Ow'n. CG-2	8-31x5	39.2	L	abce	Str.	P.	D-R	B.	D-R	Wil.	12-160			B-L	SP		
Flaible	81-H2	14	2510	172	56 1/2-58	3800	B7.50/20	B7.50/20	Buick St. 8	8-31x5	35.1	I	abce	Mar.	P.	D-R	B.	D-R	Exi	6-120			Buick	MDD	
Flaible	81-H3	17	2690	203	56 1/2-58	4000	B7.50/20	B8.25/20	Buick St. 8	8-31x5	35.1	I	abce	Mar.	P.	D-R	B.	D-R	Exi	6-120			Buick	MDD	
Flaible	HW3D	21-25	3850	203	64-68	5500	B7.50/20	B7.50/20	Buick St. 8	8-31x5	35.1	I	abce	Mar.	P.	D-R	B.	D-R	Exi	6-120			Ful	MDD	
Gramm	Series EYB	21	3695	190	65-69 1/2	6750	B7.50/20	B7.50/20	Cont.	20R	6-41x4 1/2	40.8	I	abce	Zen.	P.	A-L	B.	L-N	USL	12-100	N-P	N-P	Jones	MDD
Gramm	Series GYB	25	4475	190	65-69 1/2	7200	B8.25/20	B8.25/20	Cont.	21R	6-41x4 1/2	45.9	I	abce	Zen.	P.	A-L	B.	L-N	USL	12-100	N-P	N-P	Jones	MDD
Gramm	Series HYB	35	6675	236	9600	B9.00/20	B9.00/20	Cont.	16H	6-41x5 1/2	54.1	L	abce	Zen.	P.	A-L	B.	L-N	USL	12-			Ful	MDD	
Guilder	CB20	18	160	58-58	4000	P-32x6	P-32x6	Herc. WXB	6-39x4 1/2	33.7	L	ab	Zen.	V.	Remy	B.	Remy	Wil.	6-	Opt.	35	B-L	MDD		
Guilder	EB26	21	184	60-60	4500	P-32x6	P-32x6d	Herc. WXC	6-41x4 1/2	38.4	L	ab	Zen.	V.	Remy	B.	Remy	Wil.	6-	Opt.	40	B-L	MDD		
Guilder	GB35	25	204	62-72	6000	P-32x6	P-32x6d	Herc. WXC	6-41x4 1/2	38.4	L	ab	Zen.	V.	Remy	B.	Remy	Wil.	6-	Opt.	40	B-L	MDD		
Guilder	GB36	30	204	64-72	6000	P-36x6	P-36x6d	Herc. YXC	6-41x4 1/2	45.9	L	a	Zen.	V.	N-E	M	L-N	Wil.	12-	Opt.	45	B-L	MDD		
Hahn	39C	21	204	64-67 1/2	5800	P-32x6	P-32x6d	Cont.	16R	6-41x4 1/2	38.4	I	abed	Str.	V.	A-L	B.	A-L	Exi	6-150	Ce.		B-L	MDD	
Hahn	47B	25	225	64-69 1/2	7200	P-34x7	P-34x7d	Cont.	18R	6-41x4 1/2	38.4	I	abed	Str.	V.	A-L	B.	A-L	Exi	12-150	Ce.		B-L	MDD	
Hahn	47D	29	235	64-68 1/2	7200	P-36x8	P-36x8d	Cont.	18R	6-41x4 1/2	38.4	I	abed	Str.	V.	A-L	B.	A-L	Exi	12-150	Ce.		B-L	MDD	
Indiana	17B		155 1/2	60-61 1/2	4550	P-30x5	P-30x5d	Cont.	27B	6-39x4 1/2	27.3	L	abce	Zen.	P.	A-L	B.	A-L	Exi	6-129	Su.	36.7	B-L	SP	
Indiana	90B		149 1/2	56 1/2-60	3650	P-32x6	P-32x6d	Cont.	27B	6-39x4 1/2	27.3	L	abce	Zen.	P.	A-L	B.	A-L	Exi	6-100	Su.	44.6	B-L	SP	
Indiana	120B	21	188	60-64	5500	P-32x6	P-32x6d	Cont.	30B	6-41x4 1/2	38.4	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-118	Su.	40.0	B-L	MDD	
Indiana	140B		188	60-66	5875	P-32x6	P-32x6d	Cont.	30B	6-41x4 1/2	38.4	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-118	Su.	34.3	B-L	MDD	
Indiana	170B		188	64-69 1/2	7225	P-32x6	P-32x6d	Cont.	33B	6-41x4 1/2	40.8	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-158	Su.	35.6	B-L	MDD	
Indiana	195B		200	64-69 1/2	7960	P-34x7	P-34x7d	Cont.	33B	6-41x4 1/2	40.8	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-158	Su.	35.7	B-L	MDD	
Indiana	220B		200	64-71 1/2	8660	P-36x8	P-36x8d	Cont.	34B	6-41x4 1/2	45.9	I	abce	Zen.	P.	L-N	B.	L-N	Exi	12-158	Su.	36.9	B-L	MDD	
Kissel	55	21	2750	182	59-57	4000	P-32x6	P-32x6d	Ow'n.	55	6-34x5 1/2	26.3	L	abce	Sch.	V.	Remy	B.	Remy	Wil.	6-153	N-P	N-P	War.	MDD
Mack	BG	17-21	184	66-64 1/2	7000	B7.50/20	B7.50/20	Ow'n.	BG	6-31x5	31.5	L	abed	Str.	V.	N-E	B.	L-N	Exi	6-118	N-P		Ow'n	SP	
Mack	City AB	29	4650	202	71 1/2-66 1/2	P-34x7	P-34x7d	Ow'n.	AB	4-41x5	28.9	L	a	Str.	V.	RBos.	M	N-E	Exi	12-158	Ce.		Ow'n	MDD	
Mack	City AB	33	4750	231	71 1/2-66 1/2	P-34x7	P-34x7d	Ow'n.	AB	4-41x5	28.9	L	a	Str.	V.	RBos.	M	N-E	Exi	12-158	Ce.		Ow'n	MDD	
Mack	City BC	29	5450	202	71 1/2-66 1/2	P-34x7	P-34x7d	Ow'n.	BC	6-41x5 1/2	38.4	I	abed	Str.	P.	N-E	B.	N-E	Exi	12-158	Ce.		Ow'n	SP	
Mack	City BC	33	5550	231	71 1/2-66 1/2	P-34x7	P-34x7d	Ow'n.	BC	6-41x5 1/2	38.4	I	abed	Str.	P.	N-E	B.	N-E	Exi	12-158	Ce.		Ow'n	SP	
Mack	Interstate BC	25	5550	231	69-66 1/2	P-34x7	P-34x7d	Ow'n.	BC	6-41x5 1/2	38.4	I	abed	Str.	P.	N-E	B.	N-E	Exi	12-158	Ce.		Ow'n	SP	
Mack	City BK	33	6600	265	71-68 1/2	P-36x8	P-36x8d	Ow'n.	BK	6-41x5 1/2	48.6	I	abe	Str.	P.	N-E	B.	N-E	Exi	12-158	Ce.		Ow'n	SP	
Mack	City BK	38	6600	265	71-68 1/2	P-36x8	P-36x8d	Ow'n.	BK	6-41x5 1/2	48.6	I	abe	Str.	P.	N-E	B.	N-E	Exi	12-158	Ce.		Ow'n	SP	
Mack	City BK	40	6600	265	71-68 1/2	P-36x8	P-36x8d	Ow'n.	BK	6-41x5 1/2	48.6	I	abe	Str.	P.	N-E	B.	N-E	Exi	12-158	Ce.		Ow'n	SP	
Mack	Interstate BK	29	6600	265	71-75 1/2	P-36x8	P-36x8d	Ow'n.	BK	6-41x5 1/2	48.6	I	abe	Str.	P.	N-E	B.	N-E	Exi	12-158	Ce.		Ow'n	SP	
Menominee	T	16-21	3075	176	64 1/2-66	B7.50/20	B7.50/20	Wauk.	ML-6	4-41x4 1/2	38.4	L	a	Zen.	M-P	N-E	B.	N-E	Wil.	6-115	Opt.		B-L	SP	
Rehberger	B4	30	224	64 1/2-63 1/2	7000	P-38x7	P-38x7d	Buda	BA-6	6-41x5 1/2	40.8	L	a	Zen.	V.	Eis	M	L-N	Wil.	12-132	N-P	N-P</			

INE BUS CHASSIS



MISSION					REAR AXLE					BRAKES					SPRINGS					RUNNING GEAR					MAKE AND MODEL								
Gearset or Electric Drive System										Service					Emergency										Steering Gear					Wheels			
Make	Location	No. Fwd. Speeds or Elec. Motors	Low Gear Reduction	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Dia. of Rims	Make	No. (Dual=1)	Type and Material								
B-L.	Eng.	4	5.35	3-Spi.	Tim.	SB.	FF.		I-Fw.	Vac.	Pow.	475	E-DS.	100	44-3	60-3	M	Tim.	Ross.	C&L.	58	20	Budd.	4	D-P.	A.C.F.	85						
B-L.	Eng.	4	5.35	4-Spi.	Tim.	SB.	FF.		I-Fw.	Vac.	Pow.	475	E-DS.	100	43-3	60-3	M	Tim.	Ross.	C&L.			Budd.	4	D-P.	A.C.F.	216						
B-L.	Eng.	4	5.18	4-Spi.	Tim.	65252	Wo.	FF.	Opt.	I-Fw.	A-P.	Dir.	630	E-DS.	110	50-4	64-5	M	Tim.	Ross.	C&L.	42	22	Budd.	4	D-P.	A.C.F.	30					
B-L.	Eng.	4	5.18	4-Spi.	Tim.	59020	SB.	FF.	4.50	I-Fw.	A-P.	Dir.	942	E-DS.	220	43-3 1/2	64-5	M	Tim.	Hann.	C&L.	45	22	Budd.	6	D-P.	A.C.F.	40					
B-L.	Eng.	4	5.18	4-Uni.	Tim.	59020	SB.	FF.	4.00	I-Fw.	A-P.	Dir.	942	E-DS.	240	43-3 1/2	64-5	M	Tim.	Hann.	C&L.	45	22	Budd.	6	D-P.	A.C.F.	45.64					
B-L.	Eng.	5	5.96	4-Blo.	Wise.	69410L	DR.	FF.	6.3	I-Fw.	Hyd.	Pow.	660	E-DS.	41	40-2 1/2	60-3	M	Shu.	Ross.	C&L.	75		Budd.	4	D-P.	A.C.F.	120					
B-L.	Eng.	4	5.35	3-Spi.	Tim.	54100H	SB.	FF.	5.83	I-Fw.	Hyd.	Dir.	306	E-DS.	31	40-2 1/2	60-3	M	Col.	Ross.	C&L.		20	Budd.	4	D-P.	Brockway	178					
W-G.	Eng.	4	6.40	3-Spi.	Col.	55000	SB.	FF.	5.12	I-Fw.	Mec.	Dir.	292	E-DS.	44	37-2 1/2	52-2 1/2	M	Col.	Ross.	C&L.		20	Day.	4	S-C.	Brockway	908					
B-L.	Eng.	4	5.35	3-Spi.	Tim.	54300H	SB.	FF.	5.83	I-Fw.	H-V.	Dir.	353	E-DS.	44	40-2 1/2	60-3	M	Col.	Ross.	C&L.		20	Budd.	4	D-P.	Brockway	1208					
B-L.	Eng.	4	5.35	3-Spi.	Wise.	4916L	DR.	FF.	6.66	I-Fw.	Hyd.	Pow.	366	E-DS.	44	40-2 1/2	60-3	M	Col.	Ross.	C&L.		20	Budd.	4	D-P.	Brockway	1408					
B-L.	Eng.	4	7.28	3-Spi.	Wise.	69317L	DR.	FF.	6.41	I-Fw.	Hyd.	Pow.	500	E-DS.	44	40-2 1/2	60-3	M	Shu.	Ross.	C&L.		20	Budd.	4	D-P.	Brockway	1708					
B-L.	Eng.	4	7.28	3-Spi.	Wise.	1237H	DR.	FF.	6.8	I-Fw.	Hyd.	Pow.	500	E-DS.	61	40-2 1/2	60-3	M	Shu.	Ross.	C&L.		20	Budd.	4	D-P.	Brockway	1958					
B-L.	Eng.	4	7.28	3-Spi.	Wise.	1627KH	DR.	FF.	6.96	I-Fw.	Hyd.	Pow.	554	E-DS.	61	40-2 1/2	60-3	M	Shu.	Ross.	C&L.		20	Budd.	4	D-P.	Brockway	2208					
B-L.	Eng.	4	5.35	3-Spi.	Tim.	65713D	Wo.	FF.	6.80	I-Rw.		Pow.	306		51	46-2 1/2	64-3 1/2	M	Shu.	Ross.	C&L.	58	20	Budd.	6	D-P.	Day Elder	36A					
Ful.	Eng.	4	4.80	4-Blo.	Cl.	3D	IG	FF.	7.00	I-Rw.	Mec.	Dir.		E-DS.			64-4	M	Shu.	Ross.	C&L.	66	24	Budd.	4	D-P.	Day Elder	36A					
Ful.	SeU.	4	4.80	4-Blo.	Wise.	67500	DR.	FF.	6.3	I-Rw.	Mec.	Dir.	210	I-Rw.	160	42-3	60-4	M	Shu.	Ross.	C&L.		20	Van.	4	S-C.	Douglas	36					
Ful.	SeU.	4	4.8	4-Blo.	Wise.	69527BH	DR.	FF.	7.83	I-Fw.	H-V.	Dir.		E-DS.		45-3	58-4	M	Shu.	Ross.	C&L.		20	Budd.	4	S-C.	Douglas	36					
Own.	Eng.	4	6.86	3-Cle.	Tim.	Wo.	FF.	6.2	I-Fw.	H-V.	Pow.	416	D-DS.	88.4	44-3	60-3 1/2	M	Own.	Sag.	W&S.	27	20	Budd.	6	D-P.	Fargo	CG-2R-172						
Own.	Eng.	4	6.86	3-Cle.	Tim.	Wo.	FF.	6.4	I-Fw.	H-V.	Pow.	416	D-DS.	88.4	44-3	60-3 1/2	M	Own.	Sag.	W&S.	27	20	Budd.	6	D-P.	Fargo	CG-2R-172						
Buick.	Eng.	3	3.15	2-Buick.	Own.	CG-610	SB.	FF.	4.64	I-Fw.	Mec.	Dir.	594	I-Rw.	297	37 1/2-2	58 1/2-2 1/2	M	Buick.	Ross.	C&L.	60 1/2	20	Own.	4	S-C.	Flexible	81-H12					
Buick.	Eng.	3	3.15	2-Buick.	Own.	CG-610	SB.	FF.	4.64	I-Fw.	Mec.	Dir.	594	I-Rw.	297	37 1/2-2	58 1/2-2 1/2	M	Buick.	Ross.	C&L.	60 1/2	20	Own.	4	S-C.	Flexible	81-H12					
Ful.	Eng.	4	6.5	3-Alm.	Wise.	4657BL	DR.	FF.	5.5	I-Fw.	H-V.	Pow.	660	E-DS.	85	37 1/2-2	58 1/2-2 1/2	M	Tim.	Ross.	C&L.	60 1/2	20	Budd.	7	D-P.	Flexible	HVAD					
Cov.	Eng.	4	6.8	3-Blo.	Tim.	58200	SB.	FF.	4.55	I-Fw.	H-V.	Pow.	504	E-DS.	45	44-2 1/2	60-3	M	Tim.	Ross.	C&L.		20	Budd.	4	D-P.	Gramm Series	GYB					
Cov.	Eng.	4	6.8	3-Blo.	Wise.	69317	DR.	FF.	4.3	I-Fw.	H-V.	Pow.	504	E-DS.	45	44-2 1/2	60-3	M	Tim.	Ross.	C&L.		20	Budd.	4	D-P.	Gramm Series	GYB					
Ful.	Eng.	4	6.3	4-Blo.	Wise.	12527kw	DR.	FF.	4.0	I-Fw.	A-P.	Pow.	576	E-DS.	62	44-3	60-4	M	Tim.	Ross.	C&L.		20	Budd.	4	D-P.	Gramm Series	GYB					
B-L.	Eng.	3	4.80	2-Spi.	Tim.	54200	SB.	FF.	6.28	I-Fw.	Hyd.	Dir.		E-DS.		40-2 1/2	56-2 1/2	M	Tim.	Ross.	C&L.	70	20	Budd.	4	D-P.	Guider	CB20					
B-L.	Eng.	4	4.80	3-Spi.	Wise.	471	DR.	FF.	6.00	I-Fw.	Hyd.	Dir.		E-DS.		42-2 1/2	60-3	M	Tim.	Ross.	C&L.	50	20	Budd.	4	D-P.	Guider	CB20					
B-L.	Eng.	4	5.35	2-Spi.	Wise.	67510	DR.	FF.	6	I-Rw.	Vac.	Pow.		E-DS.		44-3	60-3 1/2	M	Shu.	Ross.	C&L.		20	Budd.	4	D-P.	Guider	CB35					
B-L.	Eng.	4	5.35	2-Spi.	Wise.	1261K	DR.	FF.	6.1	I-Fw.	Vac.	Pow.		E-DS.		44-3	60-3 1/2	M	Shu.	Ross.	C&L.	70	24	Budd.	4	D-P.	Guider	CB35					
B-L.	Eng.	4	5.35	3-Spi.	Tim.	56200H	SB.	FF.	6.17	I-Fw.	Hyd.	Pow.	577	E-DS.	41	42-1/2	56-3	M	Shu.	Ross.	C&L.		20	Budd.	6	D-P.	Hahn	39C					
B-L.	Eng.	4	5.35	3-Spi.	Tim.	58200H	SB.	FF.	6.83	I-Fw.	Hyd.	Pow.	770	E-DS.	40	42-1/2	56-3	M	Shu.	Ross.	C&L.		20	Budd.	6	D-P.	Hahn	39C					
B-L.	Eng.	5	5.96	3-Spi.	Wise.	1237H	DR.	FF.	7.34	I-Fw.	Hyd.	Pow.	770	E-DS.	40	42-1/2	56-3	M	Shu.	Ross.	C&L.		20	Budd.	6	D-P.	Hahn	39C					
B-L.	Eng.	4	5.35	3-Spi.	Tim.	54100H	SB.	FF.	5.83	I-Fw.	Hyd.	Dir.	366	E-DS.	31	40-2 1/2	60-3	M	Col.	Ross.	C&L.		20	Budd.	4	D-P.	Indians	178					
W-G.	Eng.	4	6.40	3-Spi.	Col.	55000	SB.	FF.	5.12	I-Fw.	Mec.	Dir.	292	E-DS.	44	37-2 1/2	52-2 1/2	M	Col.	Ross.	C&L.		20	Day.	4	S-C.	Indians	908					
B-L.	Eng.	4	5.35	3-Spi.	Tim.	54300H	SB.	FF.	5.83	I-Fw.	H-V.	Dir.	353	E-DS.	44	40-2 1/2	60-3	M	Col.	Ross.	C&L.		20	Budd.	4	D-P.	Indians	1208					
B-L.	Eng.	4	5.35	3-Spi.	Wise.	4916L	DR.	FF.	6.66	I-Fw.	Hyd.	Pow.	366	E-DS.	44	40-2 1/2	60-3	M	Col.	Ross.	C&L.		20	Budd.	4	D-P.	Indians	1408					
B-L.	Eng.	4	7.28	3-Spi.	Wise.	69317L	DR.	FF.	6.41	I-Fw.	Hyd.	Pow.	500	E-DS.	44	40-2 1/2	60-3	M	Shu.	Ross.	C&L.		20	Budd.	4	D-P.	Indians	1708					
B-L.	Eng.	4	7.28	3-Spi.	Wise.	1237H	DR.	FF.	6.8	I-Fw.	Hyd.	Pow.	500	E-DS.	61	40-2 1/2	60-3	M	Shu.	Ross.	C&L.		20	Budd.	4	D-P.	Indians	1958					
B-L.	Eng.	4	7.28	3-Spi.	Wise.	1627KH	DR.	FF.	6.96	I-Fw.	Hyd.	Pow.	554	E-DS.	61	40-2 1/2	60-3	M	Shu.	Ross.	C&L.		20	Budd.	4	D-P.	Indians	2208					
Ful.	Eng.	4	4.8	2-Spi.	Tim.	5620H	SB.	FF.	6.75	I-Fw.	Hyd.	Dir.	430	I-Rw.	215	38-1/2	50-3	M	Tim.	Ross.	C&L.		20	Budd.	4	D-P.	Kissel	55					
Own.	Eng.	4	4.85	4-Spi.	Own.	BG	Hyp	FF.	4.90	I-Fw.	Vac.	Dir.	429	E-DS.	144	44-2 1/2	63-3 1/2	R	Own.	Hann.	S&N.		22	Budd.	4	D-P.	Mac	BG					
Own.	Eng.	4	4.85	4-Spi.	Own.	AB	Hyp	FF.	4.91	I-Fw.	Vac.	Dir.	550	E-DS.	114	42-1/2	63-3 1/2	R	Own.	Own	W&S.		22	Budd.	4	D-P.	Mac	City AB					
Own.	Eng.	4	4.85	4-Spi.	Own.	AB	Hyp	FF.	4.91	I-Fw.	Vac.	Dir.	550	E-DS.	114	42-1/2	63-3 1/2	R	Own.	Own	W&S.		22	Budd.	4	D-P.	Mac	City AB					
Own.	Eng.	4	4.84	4-Spi.	Own.	BC	Hyp	FF.	4.91	I-Fw.	Vac.	Dir.	550	E-DS.	144	42-1/2	63-3 1/2	R	Own.	Own	W&S.		22	Budd.	4	D-P.	Mac	City BC					
Own.	Eng.	4	4.84	4-Spi.	Own.	BC	Hyp	FF.	4.91	I-Fw.	Vac.	Dir.	550	E-DS.	144	42-1/2	63-3 1/2	R	Own.	Own	W&S.		22	Budd.	4	D-P.	Mac	City BC					
Own.	Eng.	4	4.84	4-Spi.	Own.	BC	Hyp	FF.	4.91	I-Fw.	Vac.	Dir.	550	E-DS.	144	42-1/2	63-3 1/2	R	Own.	Own	W&S.		22	Budd.	4	D-P.	Mac	City BC					
Own.	SeU.	4	5.27	5-Spi.	Own.	BK	Hyp	FF.	4.91	I-Fw.	Vac.	Dir.	502	E-DS.	144	46-3 1/2	70-3 1/2	R	Own.	Own	S&N.		22	Budd.	4	D-P.	Mac	Interstate BK					
Own.	SeU.	4	5.27	5-Spi.	Own.	BK	Hyp	FF.	4.91	I-Fw.	Vac.	Dir.	502	E-DS.	144	46-3 1/2	70-3 1/2	R	Own.	Own	S&N.		22	Budd.	4	D-P.	Mac	City BK					
Own.	SeU.	4	5.27	5-Spi.	Own.</																												

Automotive Industries



BRITISH MOTOR

MAKE	Seating Capacity	GENERAL						Number of Wheels	ENGINE			TRANSMISSION		REAR AXLE			BRAKES		DIMENSIONS				
		Weight		Tires Type and Size					Number of Cylinders Bore and Stroke (Ins.)	Valve Arrangement	Fuel System		Clutch Type	Gearset		Type	Final Drive	Total Reduction Ratio High Gear	Location	Operation	Frame Height (Ins.)	Overall	
		Chassis Only (Lbs.)	Body Maximum (Lbs.)	Wheelbase (Ins.)	Tread Rear Wheels (Ins.)	Front (Ins.)	Rear (Ins.)				Carburetor Make	Fuel Feed		Ignition Type	Location							Number of Forward Speeds	Length (Ft. and Ins.)
A.E.C.	28	7050	3920	204	75	38x8 1/4	38x8 1/4	4	6-3 1/2 x 5 1/2	I. Sol.	V. M. SP.	Eng.	4	1/2 FI.	Wo.	6.25 Fw.	Vac.	21 1/2	27-6	7-4			
A.E.C.	35	7050	3920	204	76	38x8 1/4	38x8 1/4	4	6-3 1/2 x 5 1/2	I. Sol.	V. M. SP.	Eng.	4	1/2 FI.	Wo.	6.25 Fw.	Vac.	21 1/2	25-9	7-5			
A.E.C.	52	7280	5040	186	76	36x8	38x9d	4	6-3 1/2 x 5 1/2	I. Sol.	V. M. SP.	Eng.	4	1/2 FI.	Wo.	6.25 Fw.	Vac.	21	24-11	7-6			
A.E.C.	65	9350	6720	223	78	36x8	36x8	6	6-4 1/2 x 5 1/2	I. Sol.	V. M. SP.	Eng.	4	1/2 FI.	Wo.	8.3 Fw.	Vac.	21	26-6	7-6			
A.J.S.	26	5825	2910	186	70	36x6	36x6	4	6-3 1/2 x 4 1/2	I. Zen.	V. M. SP.	Eng.	4	FF.	Wo.	7.0 Fw.	Vac.	23 1/2	22-8	7-4			
A.J.S.	32	6950	3920	198	72	36x6	36x6	4	6-3 1/2 x 5	I. Sol.	V. M. SP.	Eng.	4	FF.	Wo.	6.5 Fw.	Vac.	23 1/2	25-3	7-4			
Albion	16	3670	2240	129	57	33x5	33x5d	4	4-3 1/2 x 4 1/2	I. Zen.	V. M. SP.	Eng.	4	FF.	Wo.	6.5 Fw.	DM.	26 1/2	16-10	5-9			
Albion	20	4480	2500	174	60	33x5	33x5d	4	4-3 1/2 x 5	I. Zen.	V. M. SP.	Eng.	4	FF.	Wo.	6.5 Fw.	Vac.	19	22-0	6-3			
Albion	29	6050	3580	195	69	36x6	36x6d	4	4-4 1/2 x 4 1/2	I. Zen.	V. M. SP.	Sep.	4	FF.	Wo.	6.5 Fw.	T&Rw	DM.	24	25-0	6-11		
Albion	29	7170	3920	195	67	36x6	36x6d	4	6-3 1/2 x 5	I. Zen.	V. M. SP.	Sep.	4	FF.	Wo.	6.5 Fw.	Vac.	24	25-3	6-10			
Albion	32	6720	3920	195	67	38x7	38x7d	4	4-4 1/2 x 4 1/2	I. Zen.	V. M. SP.	Sep.	4	FF.	Wo.	6.5 Fw.	Vac.	25	25-0	7-4			
Albion	32	7500	4370	195	67	38x7	38x7d	4	6-3 1/2 x 5	I. Zen.	V. M. SP.	Sep.	4	FF.	Wo.	6.5 Fw.	Vac.	25	25-3	7-4			
Albion	32	7600	4500	195	67	38x7	38x7d	4	4-4 1/2 x 5 1/2	I. Zen.	V. M. SP.	Sep.	4	FF.	Wo.	6.25 Fw.	Vac.	25	25-0	7-4			
B.A.T.	20	4700	2240	168	64	32x6	32x6d	4	6-3 1/2 x 4	I. Zen.	V. B. SP.	Eng.	4	FF.	Sp.	5.83 Fw.	Hyd.	24 1/2	21-0	7-0			
B.A.T.	32	6500	3140	198	70	38x7	38x7d	4	8-3 3/4 x 4 1/2	I. Hyd.	V. B. SP.	Eng.	4	FF.	Wo.	6.5 Fw.	Hyd.	25	25-9	7-6			
Bean	32	3250	2000	133	56	34x7	34x7d	4	4-3 1/2 x 5	I. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	6.5 Fw.	DM.	27 1/2	17-10	6-1			
Bristol	32	7840	3920	192	74	34x7	34x7d	4	4-4 1/2 x 5 1/2	I. Cla.	V. M. SP.	Sep.	4	FF.	Wo.	5.25 Fw.	Vac.	24 1/2	25-2	7-5			
Bristol	32	8175	3920	192	74	34x7	34x7d	4	6-4 1/2 x 5 1/2	I. Cla.	V. M. SP.	Sep.	4	FF.	Wo.	5.4 Fw.	Vac.	24 1/2	25-2	7-5			
Bristol	60	10080	7280	252	73	36x8	36x8	6	6-4 1/2 x 5 1/2	I. Cla.	V. M. SP.	Eng.	4	FF.	Wo.	7.5 Fw.	Air	24 1/2	29-0	7-5			
Clyde	20	4030	2575	168	60	36x6	36x6d	4	4-4 1/2 x 5	I. Zen.	V. M. MD.	Eng.	3	1/2 FI.	Wo.	6.5 Fw.	DM.	30	20-3	7-3			
Clyde	26	7000	3920	206	70	36x6	36x6d	4	6-3 1/2 x 5	I. Zen.	V. B. MD.	Eng.	4	1/2 FI.	Wo.	6.0 Fw.	Vac.	24	25-10	7-5			
Commer	20	3800	2575	162	64	33x5	33x5d	4	6-3 1/2 x 4 1/2	F. Sol.	Pu. B. SP.	Eng.	4	FF.	Sp.	5.87 Fw.	Vac.	24	21-1	6-9			
Commer	32	7280	3920	196	75	36x7	36x7d	4	6-4 1/2 x 5 1/2	L. Sol.	Pu. B. SP.	Eng.	4	FF.	Wo.	5.75 Fw.	Vac.	24	26-0	7-5			
Commer	50	7500	5375	196	75	36x8	38x7d	4	6-4 1/2 x 5 1/2	L. Sol.	Pu. B. SP.	Eng.	4	FF.	Wo.	6.25 Fw.	Vac.	24	26-0	7-5			
Crosley	26	6620	3920	186	70	36x6	36x6d	4	4-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	5.2 Fw.	Vac.	23 1/2	23-10	7-3			
Crosley	32	7620	3920	200	71	38x7	38x7d	4	4-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	6.25 Fw.	Vac.	24	25-6	7-6			
Crosley	32	7720	3920	200	71	38x7	38x7d	4	6-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	6.5 Fw.	Vac.	24	25-6	7-6			
Crosley	50	7720	5320	200	75	36x8	34x7d	4	6-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	6.5 Fw.	Vac.	21	25-7	7-6			
Daimler	34	7060	3920	207	71	38x8 1/4	38x8 1/4	4	6-3 1/2 x 5 1/2	Sl. Own	V. B. SP.	Sep.	4	FF.	Wo.	6.25 Fw.	Vac.	24	27-6	7-2			
Daimler	30	7060	3580	195	71	38x8 1/4	38x8 1/4	4	6-3 1/2 x 5 1/2	Sl. Own	V. B. SP.	Sep.	4	FF.	Wo.	6.25 Fw.	Vac.	24 1/2	26-0	7-6			
Daimler	56	7060	5040	195	71	38x8	36x7	4	6-3 1/2 x 5 1/2	Sl. Own	V. B. SP.	Sep.	4	FF.	Wo.	8.25 Fw.	Vac.	24 1/2	25-10	7-2			
Dennis	18	4250	1720	142	62	33x5	33x5d	4	4-3 1/2 x 4 1/2	I. Cla.	V. M. Co.	Eng.	4	FF.	Wo.	6.75 Fw.	Vac.	21 1/2	18-6	6-1			
Dennis	20	4280	1800	148	62	33x5	33x5d	4	4-3 1/2 x 4 1/2	I. Cla.	V. M. Co.	Eng.	4	FF.	Wo.	6.75 Fw.	Vac.	21 1/2	19-3	6-7			
Dennis	20	5040	2240	159	62	33x5	33x5d	4	6-3 1/2 x 4 1/2	I. Cla.	V. B. SP.	Eng.	4	FF.	Wo.	5.6 Fw.	Vac.	21 1/2	20-7	6-9			
Dennis	32	7280	3920	198	71	38x7	38x7d	4	4-4 1/2 x 5 1/2	I. Cla.	V. M. Co.	Sep.	4	FF.	Wo.	6.25 Fw.	Vac.	26 1/2	25-4	7-1			
Dennis	32	6620	3920	198	75	38x8 1/4	38x8 1/4	4	6-3 1/2 x 5 1/2	I. Cla.	V. M. SP.	Eng.	4	1/2 FI.	Wo.	5.75 Fw.	Vac.	24	25-4	7-5			
Dennis	50	7280	5040	198	76	34x7	34x7d	4	6-3 1/2 x 5 1/2	I. Cla.	V. M. SP.	Eng.	4	1/2 FI.	Wo.	7.33 Fw.	Vac.	23	25-0	7-5			
Dennis	52	8060	5040	199	77	38x7	38x7d	4	4-3 1/2 x 5 1/2	L. Cla.	V. M. Co.	Sep.	4	FF.	Wo.	7.75 Fw.	Vac.	25	25-0	7-6			
Garner	20	3470	2240	144	61	33x5	33x5d	4	4-3 1/2 x 5 1/2	L. Zen.	V. M. SP.	Eng.	4	FF.	Wo.	6.5 Fw.	DM.	27	18-11	6-6			
Gilford	20	6160	2800	168	66	32x6	32x6d	4	6-3 1/2 x 4 1/2	L. Zen.	Pu. M. SP.	Eng.	4	FF.	Wo.	5.75 Fw.	Vac.	23 1/2	20-10	6-6			
Gilford	32	8000	4480	200	75	36x7	36x7d	4	6-3 1/2 x 4 1/2	L. Zen.	V. M. MD.	Eng.	4	FF.	Wo.	6.5 Fw.	Vac.	25	25-10	7-4			
Guy	20	3920	2020	147	57	33x5	33x5d	4	4-3 1/2 x 5 1/2	I. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	5.4 Fw.	Vac.	24	18-9	6-6			
Guy	20	4250	2000	162	57	32x6	32x6d	4	6-3 1/2 x 4 1/2	I. Sol.	V. M. SP.	Eng.	4	FF.	Wo.	5.4 Fw.	Vac.	24	20-4	6-9			
Guy	26	6270	3140	183	70	36x6	36x6d	4	4-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	7.5 Fw.	Vac.	24	23-5	7-4			
Guy	35	6720	3470	199	70	36x6	36x6d	4	4-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	7.5 Fw.	Vac.	24	23-5	7-4			
Guy	28	7170	3470	199	70	36x6	36x6d	4	6-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	5.75 Fw.	Vac.	24	23-3	7-4			
Guy	35	7400	3470	211	70	36x8	36x8d	4	6-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	5.75 Fw.	Vac.	24	23-3	7-4			
Guy	48	7840	4700	199	74	36x8	36x8d	4	6-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	6.25 Fw.	Vac.	23	25-6	7-6			
Guy	32	8510	3580	199	70	36x6	36x6	6	6-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	6.75 Fw.	Vac.	24	25-3	7-4			
Guy	60	9630	6050	199	75	36x8	36x8	6	6-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	7.5 Fw.	Vac.	24	26-0	7-6			
Guy	72	9850	6500	230	75	36x8	36x8	6	6-4 1/2 x 5 1/2	L. Sol.	V. M. SP.	Sep.	4	FF.	Wo.	8.75 Fw.	Vac.	24	30-0	7-6			
Halley	24	4820	2910	171	62	32x6	32x6d	4	4-3 1/2 x 5	L. Zen.	V. M. SP.	Eng.	4	FF.	Wo.	6.0 Fw.	DM.	28	22-7	6-3			
Halley	30	7170	3920	195	72	36x7	36x7d	4	4-4 1/2 x 5 1/2	L. Zen.	V. M. SP.	Eng.	4	FF.	Wo.	6.5 Fw.	Vac.	24	26-0	7-4			
Halley	35	7400	3920	207	72	36x7	36x7d	4	6-3 1/2 x 5 1/2	L. Zen.	V. M. MD.	Eng.	4	FF.	Wo.	6.0 Fw.	Vac.	24	27-6	7-4			
Halley	51	7620	5260	195	71	34x7	34x7d	4	6-3 1/2 x 5 1/2	L. Zen.	V. M. MD.	Eng.	4	FF.	Wo.	6.5 Fw.	Vac.	23	26-0	7-4			
Halley	40	8290	4480	246	73	34x7	34x7	6	6-3 1/2 x 5 1/2	L. Zen.	V. M. MD.	Eng.	4	FF.	Wo.	6.25 Fw.	Vac.	23 1/2	30-0	7-3			
Halley	60	8750	6160	234	73	36x8	36x8	6	6-3 1/2 x 5 1/2	L. Zen.	V. M. MD.	Eng.	4	FF.	Wo.	7.0 Fw.	Vac.	24 1/2	27-6	7-3			
Karrier	20	4700	2500	162	64	33x5	33x5d	4															

BUS CHASSIS



MAKE	Seating Capacity	GENERAL						ENGINE				TRANSMISSION		REAR AXLE		BRAKES		DIMENSIONS						
		Weight		Tires Type and Size		Number of Wheels	Number of Cylinders Bore and Stroke (Ins.)	Valve Arrangement	Fuel System		Ignition Type	Clutch Type	Gearset		Type	Final Drive	Total Reduction Ratio High Gear	Location	Operation	Frame Height (Ins.)	Overall			
		Chassis Only (Lbs.)	Body Maximum (Lbs.)	Wheelbase (Ins.)	Tread Rear Wheels (Ins.)				Front (Ins.)	Rear (Ins.)			Carburetor Make	Fuel Feed							Location	Number of Forward Speeds	Length (Ft. and Ins.)	Width (Ft. and Ins.)
Thornycroft	24	5070	3250	180	66	36x8	36x8	4	6-3 1/2 x 5 1/4	L	V	M	SP	Eng	4	1 1/2 Fl.	Wo.	6.25	Fw	Vac.	29	23-9	6-7	
Thornycroft	28	6700	4030	198	76	36x6	36x6d	4	6-4 1/2 x 5 1/4	L	V	M	SP	Eng	4	1 1/2 Fl.	Wo.	7.25	Fw	Vac.	25	25-9	7-5	
Thornycroft*	32	7480	4590	198	76	36x7	36x7d	4	6-4 1/2 x 5 1/4	L	V	M	SP	Eng	4	1 1/2 Fl.	Wo.	7.25	Fw	Vac.	24 1/2	25-9	7-5	
Thornycroft*	52	7280	4650	198	76	36x7	36x7d	4	6-4 1/2 x 5 1/4	L	V	M	SP	Eng	4	1 1/2 Fl.	Wo.	8.25	Fw	Vac.	24 1/2	25-9	7-6	
Thornycroft*	52	7500	4550	198	76	36x7	36x7d	4	4-4 1/2 x 6	L	V	M	SP	Eng	4	1 1/2 Fl.	Wo.	8.25	Fw	Vac.	24 1/2	25-9	7-5	
Thornycroft*	26	6620	3920	180	66	34x7	34x7	6	6-3 1/2 x 5 1/4	L	V	G	M	SP	Eng	4	1 1/2 Fl.	Wo.	7.75	Rw	Vac.	32 1/2	24-0	6-2
Thornycroft*	40	9450	5260	216	75	36x8	36x8	6	6-4 1/2 x 5 1/4	L	V	M	SP	Eng	4	1 1/2 Fl.	Wo.	8.25	Rw	Vac.	25 1/2	28-11	7-5	
Thornycroft*	68	9550	6440	216	75	36x8	36x8	6	6-4 1/2 x 5 1/4	L	V	M	SP	Eng	4	1 1/2 Fl.	Wo.	8.25	Rw	Vac.	25 1/2	28-11	7-5	
T. S.	30	6385	3585	192	74	36x6	36x6d	4	4-4 1/2 x 5 1/4	L	Zen.	V	M	SP	Sep.	4	FF	Wo.	5.75	Rw	DM.	29 1/2	25-3	7-2
T. S.	32	6620	3585	192	74	36x6	36x6d	4	4-4 1/2 x 5 1/4	L	Zen.	V	M	SP	Sep.	4	FF	Wo.	5.75	Rw	DM.	25	26-0	7-2
T. S.	40	7060	4480	204	74	38x7	38x7d	4	4-4 1/2 x 5 1/4	L	Zen.	V	M	SP	Sep.	4	FF	Wo.	5.75	Rw	DM.	31	27-1	7-2
T. S.	68	11760	5600	225	75	36x8	36x8	6	4-4 1/2 x 6	L	Zen.	G	M	?	?	?	FF	Wo.	10.3	Rw	Air.	25	30-0	7-6
Vulcan	20	5375	2240	156	63	32x6	32x6d	4	4-3 1/2 x 5 1/4	L	Zen.	V	M	SP	Sep.	4	FF	Wo.	6.5	Fw	Vac.	21	19-8	6-2
Vulcan	20	4700	2240	156	63	32x6	32x6d	4	6-3x4 1/2	L	Zen.	V	M	SP	Eng.	4	FF	Wo.	6.5	Fw	Vac.	21	19-8	6-2
Vulcan	26	5490	2910	181	63	32x6	32x6d	4	4-4 1/2 x 5 1/4	L	Zen.	V	M	Co.	Eng.	4	FF	Wo.	6.5	Fw	Vac.	21	23-1	6-2
Vulcan	26	5460	2910	181	63	32x6	32x6d	4	6-3 1/2 x 4 1/4	L	Zen.	V	M	SP	Eng.	4	FF	Wo.	6.5	Fw	Vac.	21	23-1	6-2
Vulcan*	32	7840	3920	198	78	36x6	36x6d	4	6-3 1/2 x 5 1/4	L	Zen.	V	M	SP	Eng.	4	FF	Wo.	6.5	Fw	Vac.	25	25-9	7-6
Vulcan*	50	7840	5600	198	75	36x8	36x8d	4	6-3 1/2 x 5 1/4	L	Zen.	V	M	SP	Eng.	4	FF	Wo.	6.5	Fw	Vac.	23 1/2	25-9	7-6
W. & G.*	26	5600	2910	188	68	36x6	36x6d	4	6-3 1/2 x 5	L	Zen.	V	M	MD	Eng.	4	FF	Wo.	7.0	Fw	Vac.	21	23-1	6-2
W. & G.*	36	6500	4480	204	68	36x6	36x6d	4	6-3 1/2 x 5	L	Zen.	V	M	MD	Eng.	4	FF	Wo.	7.0	Fw	Vac.	23	23-5	7-10
W. & G.*	36	5650	4480	188	68	36x6	36x6d	4	6-3 1/2 x 5 1/4	L	Zen.	V	M	MD	Eng.	4	FF	Wo.	7.0	Fw	Vac.	23	23-5	7-10

ABBREVIATIONS

Air—Compressed Air (Brakes)
B—Battery
Cla—Caudel
Co—Cone
C&P—Cone and Plate
d—Dual
DM—Direct Mechanical
DP—Double Plate
DR—Double Reduction
Eng—Unit with Engine
F—In Head and Side

FF—Full Floating
1/2 Fl—Semi-Floating
3/4 Fl—3/4 Floating
Fw—Four Wheels
G—Gravity
Hyd—Hydraulic
I—Valve in Head
IG—Internal Gear
L—"L" Head
M—Magnet
MD—Multiple Disk
Mech—Mechanical

Opt—Optional
P—Pneumatic
Pu—Pump
Rw—Rear Wheels Only
4RW—Four Rear Wheels
S—Solid
Sep—Separate Unit
Ser—Mechanical Servo
Sl—Sleeve Valve Type
Smi—Smith
Sol—Solex
SP—Single Plate

Sp—Spiral Bevel
Sw—Six Wheels (Braking)
T&FW—Transmission and Four Wheels
T&RW—Transmission and Rear Wheels
V—Vacuum
Vac—Vacuum Servo
Wo—Worm
Zen—Zenith
†—Gas Electric
*—Driver Beside Engine

CONTINENTAL BUS CHASSIS

MAKE	Seating Capacity	Wheelbase (Ins.)	Track (Ins.)	Tires Front	Tires Rear	No. of Wheels	No. of Cylinders Bore and Stroke	Valve Arrangement	Carburetor Make	Fuel Feed	Ignition Type	Clutch Type	Gearset Location	No. Forward Speeds	Final Drive	Brakes (Foot)	Brakes (Hand)	Steering Type	Wheels Type
FRENCH																			
Berliet	10	135	58	P 30x5	P 32x6	4	4-3.13x5.11	L...	Zenith	Vac...	Bat...	MD...	Sep...	4	Sp...	IFR...	IR...	WS...	D...
Berliet	10	135	58	P 30x5	P 32x6	4	4-3.54x5.11	L...	Zenith	Vac...	Bat...	MD...	Sep...	4	Sp...	IFR...	IR...	WS...	D...
Berliet	16	150	68	P 835x135	P 835x135d	4	4-3.54x5.11	L...	Zenith	Vac...	Bat...	MD...	Sep...	4	IC...	IFR...	IR...	WS...	D...
Berliet	20	182	74	P 32x6	P 32x6d	4	4-4.33x5.51	L...	Zenith	Vac...	Mag...	MD...	Sep...	4	DR...	IFR...	IR...	WS...	D...
Berliet	50	223	73	P 38x7	P 38x7d	4	4-4.33x5.51	L...	Zenith	Vac...	Mag...	MD...	Sep...	4	DR...	IFR...	IR...	WS...	D...
Berliet	20	183	69	P 32x6	P 32x6d	4	6-3.74x4.72	L...	Zenith	Vac...	Bat...	MD...	Sep...	4	Sp...	IFR...	IR...	WS...	D...
Berliet	35	213	71	P 38x9	P 38x9d	4	6-4.33x5.51	L...	Zenith	Vac...	Mag...	MD...	Sep...	4	Sp...	IFR...	IR...	WS...	D...
Berliet	30	213	74	P 38x7	P 38x7d	4	6-4.33x5.51	L...	Zenith	Vac...	Mag...	MD...	Sep...	4	IC...	IFR...	IR...	WS...	D...
Berliet	60	195	78	P 34x7	P 34x7d	6	6-4.33x5.51	L...	Zenith	Vac...	Mag...	MD...	Sep...	4	DR...	IFR...	IR...	WS...	D...
Berliet	20	181	67	P 36x8.25	P 36x8.25d	4	6-3.22x4.5	L...	Solex	Grav.	Mag...	MD...	Eng...	4	DR...	IFR...	IFR...	WW...	D...
Bernard	35	204	67	P 38x9	P 38x9d	4	6-3.85x5	L...	Solex	Grav.	Mag...	MD...	Eng...	4	DR...	IFR...	IFR...	WW...	D...
Cottin-Desgouttes	35	196	73	P 36x7	P 36x7d	4	6-4.13x5.51	L...	Zenith	Vac...	Bat...	MD...	Eng...	4	DR...	IFRT...	IR...	SN...	D...
Delahaye	25	178	65	P 855x155	P 855x155d	4	4-3.93x6.29	L...	Solex	Grav.	Mag...	MD...	Eng...	4	DR...	IFR...	IR...	WS...	D...
De Dion Bouton	30	168	84	P 955x155	P 955x155d	4	4-3.74x5.51	L...	Solex	Vac...	Mag...	SP...	Eng...	4	Sp...	IFR...	IR...	WS...	D...
Laffly	22	177	63	P 34x7	P 34x7d	4	6-3.54x5.11	L...	Solex	Grav.	MB...	MD...	Eng...	6	Sp...	IFR...	IR...	WS...	D...
Laffly	30	196	63	P 34x7	P 34x7d	4	6-3.54x5.11	L...	Solex	Grav.	MB...	MD...	Eng...	6	Sp...	IFR...	IR...	WS...	D...
Panhard-Levassor	25	161	74	P 38x7	P 38x7d	4	4-4.01x5.51	SL...	Own	Vac...	Mag...	SP...	Eng...	4	Sp...	IFR...	IR...	SN...	D...
Panhard-Levassor	30	196	74	P 38x7	P 38x7d	4	4-4.01x5.51	SL...	Own	Vac...	Mag...	SP...	Eng...	4	Sp...	IFR...	IR...	SN...	D...
Renault	22	162	64	P 32x6	P 32x6d	4	6-2.95x4.72	L...	Own	Pump.	Bat...	SP...	Eng...	4	Sp...	IFR...	IR...	WS...	D...
Renault	30	170	68	P 1025x185	P 1025x185d	4	4-3.93x6.29	L...	Own	Pump.	Mag...	MD...	Eng...	4	Sp...	IFR...	IR...	WS...	D...
Renault	25	196	70	P 32x6	P 34x7	4	6-4.33x6.29	L...	Own	Pump.	Bat...	MD...	Eng...	4	Sp...	IFR...	IR...	WS...	D...
Saurer	30	196	67	P 36x7	P 36x7d	4	6-3.93x5.11	L...	Claud.	Grav.	Mag...	MD...	Eng...	4	Sp...	IFR...	IR...	WS...	D...
Saurer	35	228	73	P 40x8	P 40x8d	4	6-4.33x5.90	L...	Claud.	Grav.	Mag...	MD...	Eng...	4	Sp...	IFR...	IR...	WS...	D...
Somua	35	196	65	P 1025x185	P 1025x185d	4	6-4.33x5.90	F...	Solex	Vac...	Mag...	SP...	Sep...	4	DR...	EFR...	ET...	WS...	D...
BELGIAN																			
Brossel	40	216	75	P 38x9.75	P 38x9.75d	4	6-4.13x5.11	L...	Zenith	Pump.	Bat...	MD...	Eng...	4	Wo...	IFR...	IR...	WS...	D...
Miesse	30	182	69	P 40x10.5	P 40x10.5	4	8-3.14x5.11	L...	Zenith	Vac...	Bat...	SP...	Eng...	4	Sp...	IFR...	IR...	SN...	D...
Miesse	40	207	78	P 40x10.5	P 40x10.5	6	8-3.14x5.11	L...	Zenith	Vac...	Bat...	SP...	Eng...	4	Wo...	IFR...	IR...	SN...	D...
Miesse*	68	210	80	P 40x10.5	P 38x7d	4	4-3.14x5.11	L...	Zenith	Pump.	Bat...	SP...	Eng...	3	Wo...	IFR...	IR...	SN...	D...
Minerva	15	169	68	P 36x6	P 36x6d	4	4-3.54x5.51	SL...	Zenith	Pump.	Mag...	MD...	Eng...	4	Sp...	IFR...	IT...	CL...	D...
Minerva	25	190	68	P 38x8.25	P 38x8.25d	4	6-3.74x5.51	SL...	Zenith	Pump.	Mag...	MD...	Eng...	4	Sp...	IFR...	IT...	CL...	D...
Minerva	30	214	69	P 38x7	P 38x7d	4	6-3.74x5.51	SL...	Zenith	Pump.	Mag...	MD...	Eng...	4	Sp...	IFR...	IT...	CL...	D...

*Miesse, two engines



CONTINENTAL BUS CHASSIS—Continued



MAKE AND MODEL	Seating Capacity	Wheelbase (Ins.)	Track (Ins.)	Tires Front	Tires Rear	No. of Wheels	No. of Cylinders Bore and Stroke	Valve Arrangement	Carburetor Make	Fuel Feed	Ignition Type	Clutch Type	Gearset Location	No. Forward Speeds	Final Drive	Brakes (Foot)	Brakes (Hand)	Steering Type	Wheels Type	
ITALIAN																				
Ceirano	50	185	65	P 36x8	P 36x8d	4	4-3.93x5.9	L...	Zenith	Vac.	Mag.	SP...	Eng.	4	DR...	IFR...	IT...	WW	D...	
Fiat	18	149	58	P 30x5	P 30x5d	4	6-2.83x4.0	L...	Solex	Vac.	Bat.	MD...	Eng.	4	Wo...	IFR...	IR...	WS	D...	
Fiat	100	224	77	P 38x9	P 38x9	6	6-4.52x5.3	L...	Solex	Vac.	MB.	SP...	Eng.	4	Wo...	IFR...	IT...	WS	CS...	
Lancia	46	233	73	P 98x5205	P 98x5205	4	6-3.93x5.90	L...	Zenith	Vac.	Mag.	SP...	Eng.	4	Sp...	IFR...	IR...	WS	D...	
Spa	27	177	61	P 34x7	P 34x7d	4	4-3.93x5.51	L...	Zenith	Vac.	Mag.	MD...	Eng.	4	DR...	IFR...	IT...	WS	D...	
GERMAN																				
Brennabor	15	156	56	P 32x6.75	P 32x6.75	4	6-3.03x4.37	L...	Solex	Vac.	Bat.	SP...	Eng.	4	Sp...	IF...	ET...	WS	A...	
Buessing-N A G	40N	30	216	75	P 38x9	P 38x9d	4	6-4.52x5.9	L...	Zenith	Vac.	Mag.	Co...	Sep.	4	DR...	IF...	ET...	WS	CS...
Buessing-N A G	50N	40	240	80	P 38x9.75	P 38x9.75d	4	6-4.52x5.9	L...	Zenith	Vac.	Mag.	Co...	Sep.	4	DR...	IF...	ET...	WS	CS...
Buessing-N A G	80N	45/85	283	79	P 44x12	P 44x12	6	6-4.92x6.3	L...	Buessing	Vac.	Mag.	Co...	Sep.	4	DR...	IS...	IMR...	WS	CS...
Buessing-N.A.G.	508	20	161	71	P 6.5x20	P 6.5x20d	4	4-3.54x4.92	L...	Sum	Vac.	Bat.	SP...	Eng.	3	DR...	IF...	IR...	SN	D...
Buessing-N.A.G.	511	25	177	71	P 7x20	P 7x20d	4	6-3.3x4.72	L...	Pallas	Vac.	Bat.	SP...	Eng.	4	DR...	IF...	IRET...	SN	D...
Daimler-Benz, Mercedes O-2500		21	157	63	P 7x20	P 7x20d	4	6-3.15x5.11	L...	Solex	Grav.	Bat.	SP...	Eng.	4	Sp...	IF...	IR...	SN	D...
Daimler-Benz, Mercedes O-3000		24	177	68	P 7.5x20	P 7.5x20d	4	6-3.23x5.11	L...	Solex	Pump.	Bat.	SP...	Eng.	4	Sp...	IF...	IR...	SN	D...
Daimler-Benz, Mercedes O-4000		33	226	69	P 40x8	P 40x8d	4	6-4.13x5.9	L...	Pallas	Pump.	Mag.	MD...	Eng.	4	DR...	IF...	IR...	SN	D...
Daimler-Benz, Mercedes Diesel		33	226	69	P 40x8	P 40x8d	4	6-4.13x6.49	L...	Diesel	Pump.	Die.	MD...	Sep.	4	DR...	IF...	IR...	SN	CS...
Daimler-Benz, Mercedes Diesel		49	275	76	P 10.5x20	P 10.5x20	6	6-4.13x6.49	L...	Diesel	Pump.	Die.	MD...	Sep.	4	DR...	IFM...	IM	SN	CS...
Daimler-Benz, Mercedes O-8500		49	275	76	P 10.5x20	P 10.5x20	6	6-4.13x5.9	L...	Pallas	Pump.	Mag.	MD...	Sep.	4	DR...	IFM...	IM	SN	CS...
Faun (Gas-Electric)	25°	202	71	P 38x7	P 38x7d	4	6-3.7x6.61	L...	Maybach	M.Pu.	MB.	SP...	Eng.	4	GE...	IF...	IR...	WS	CS...	
Faun	O35N	34	228	76	P 9.25x20	P 9.25x20d	4	6-3.7x6.61	L...	Solex	M.Pu.	MB.	SP...	Eng.	4	DR...	IF...	IR...	WS	CS...
Hansa-Lloyd	L	23	165	62	P 32x6	P 32x6d	4	4-3.74x5.51	L...	Orkan	Vac.	Bat.	MD...	Sep.	4	Wo...	ET...	IR...	SN	D...
Hansa-Lloyd	LO6B	28	193	62	P 34x7	P 34x7d	4	6-3.93x4.92	L...	Zenith	Vac.	Bat.	SP...	Eng.	4	Wo...	IF...	ET...	SN	D...
Henschel	4D5	22-50	233	70	P 9.75x20	P 9.75x20d	4	6-4.72x6.3	L...	Pallas	Vac.	Mag.	MD...	Sep.	4	Sp...	IF...	IR...	WS	CS...
Henschel	35F3	55	293	78	P 12x20	P 12x20d	4	6-4.92x6.3	L...	Pallas	Vac.	Mag.	MD...	Sep.	4	DR...	IS...	IMR...	WS	CS...
Krupp	O4N	33	227	77	P 38x9	P 38x9d	4	6-3.93x6.3	L...	Solex	Pump.	Mag.	SP...	Eng.	4	DR...	IF...	IR...	SN	CS...
Krupp	O5N62	40	236	67	P 40x10.5	P 40x10.5d	4	6-3.93x6.3	L...	Solex	Pump.	Mag.	SP...	Eng.	4	DR...	IF...	IR...	SN	CS...
Krupp	O8N63	43	224	78	P 44x12	P 44x12d	6	6-5.11x6.3	L...	Solex	Pump.	Mag.	SP...	Sep.	4	Sp...	IS...	IR...	SN	CS...
Ley	V14L2	18	177	59	P 7x20	P 7x20d	4	6-3.15x4.72	L...	Solex	Grav.	Bat.	SP...	Eng.	3	DR...	IF...	ET...	WS	D...
Magirus	M20	20	157	63	P 7x20	P 7x20d	4	6-3.34x4.92	L...	Pallas	Vac.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	SN	D...
Magirus	M25	20	167	63	P 7x20	P 7x20d	4	6-3.46x4.92	L...	Zenith	Vac.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	SN	D...
Magirus	M40	34	177	67	P 34x7	P 34x7d	4	6-3.74x5.31	L...	Solex	Vac.	Mag.	MD...	Eng.	4	DR...	IF...	IR...	SN	D...
Magirus	M50	37	238	76	P 38x9	P 38x9d	4	6-3.7x6.61	L...	Solex	M.Pu.	MB.	MD...	Eng.	4	DR...	IF...	IR...	SN	D...
M.A.N.	Nob 6	37	218	73	P 40x8	P 40x8d	4	6-4.33x5.9	L...	Pallas	Vac.	Mag.	Co...	Eng.	4	DR...	IF...	IR...	WS	CS...
M.A.N.	F1N6	50	224	73	P 9.75x20	P 9.75x20d	4	6-4.33x6.49	L...	Pallas	Vac.	Mag.	MD...	Sep.	4	DR...	IF...	IR...	WS	CS...
M.A.N.	6-wh.-O d.d.	75	270	78	P 10.5x20	P 10.5x20d	6	6-4.72x7.08	L...	Pallas	Vac.	Mag.	MD...	Sep.	4	DR...	IF...	IR...	WS	CS...
Nacke		20	161	64	P 32x6	P 32x6d	4	4-4.52x5.9	L...	Pallas	Vac.	Mag.	Co...	Sep.	4	Wo...	ET...	IF...	SN	D...
Nacke		25	165	64	P 34x7	P 34x7d	4	4-4.52x5.9	L...	Pallas	Vac.	Mag.	Co...	Sep.	4	Wo...	ET...	IF...	SN	D...
Nacke		35	177	67	P 40x8	P 40x8d	4	4-4.52x5.9	L...	Pallas	Vac.	Mag.	Co...	Sep.	4	Wo...	ET...	IF...	SN	D...
Vomag	DO	50	276	76	P 40x10	P 40x10d	6	6-5.11x6.3	L...	Zenith	Vac.	Mag.	Co...	Sep.	5	DR...	IS...	IMR...	SN	CS...
Vomag	60V57	40	224	72	P 38x9.75	P 38x9.75d	4	6-4.72x6.3	L...	Zenith	Vac.	Mag.	Co...	Sep.	5	DR...	IF...	IR...	SN	CS...
AUSTRIAN																				
Austro-Fiat	AFN 1n	18	141	63	P 7x20	P 7x20	4	4-3.62x4.92	L...	Zenith	Vac.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	WS	D...
Austro-Fiat	O25	26	189	71	P 8.25x20	P 8.25x20d	4	4-4.13x5.9	L...	Zenith	Vac.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	WS	D...
Austrian Saurer	2BH-N	21	157	61	P 32x6	P 32x6d	4	4-3.93x5.9	L...	Saurer	Grav.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	WS	D...
Austrian Saurer	3BH-N	26	196	68	P 34x7	P 34x7d	4	4-3.93x5.9	L...	Saurer	Grav.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	WS	D...
Austrian Saurer	3BN-N	30	196	68	P 34x7	P 34x7d	4	6-3.93x5.11	L...	Saurer	Grav.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	WS	D...
Austrian Saurer	5BL-N	34	228	73	P 40x8	P 40x8d	4	4-4.33x5.9	L...	Saurer	Grav.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	WS	D...
Fross-Buessing	W IV O	32	220	72	P 9.75x20	P 9.75x20d	4	4-4.52x5.9	L...	Pallas	Grav.	Mag.	Co...	Sep.	4	DR...	IF...	IR...	WS	CS...
Fross-Buessing	III FBN	32	196	67	P 8.25x20	P 8.25x20d	4	6-3.93x6.69	L...	Pallas	Pump.	Mag.	SP...	Sep.	4	Sp...	IF...	IR...	WS	D...
Fross-Buessing	IV FB4	35	204	79	P 40x8	P 40x8d	4	6-3.76x6.61	L...	Maybach	Pump.	MB.	SP...	Sep.	4	DR...	IF...	IR...	WS	CS...
Graf & Stift	V5	23	145	59	P 34x7.5	P 34x7.5d	4	4-3.54x5.51	L...	Zenith	Grav.	Mag.	Co...	Sep.	4	Sp...	EF...	IT...	SN	D...
Graf & Stift	V6	27	178	63	P 36x8.25	P 36x8.25d	4	4-4.13x5.9	L...	Zenith	Grav.	Mag.	Co...	Eng.	4	Sp...	IF...	ET...	SN	D...
Perl	L6	17	141	57	P 30x5	P 30x5d	4	6-2.87x4.72	L...	Strom	Grav.	Bat.	MD...	Eng.	4	Sp...	IF...	ET...	SN	D...
Perl	L600	22	159	61	P 34x7	P 34x7d	4	6-3.24x4.48	L...	Strom	Pump.	Bat.	MD...	Eng.	4	Sp...	IF...	ET...	SN	D...
Perl	L6000	26	159	63	P 34x7.5	P 34x7.5d	4	6-3.24x4.48	L...	Strom	Pump.	Bat.	MD...	Eng.	4	Sp...	IF...	ET...	SN	D...
Perl	D4	12	130	59	P 32x6	P 32x6d	4	4-3.85x4.25	L...	Zenith	Pump.	Bat.	SP...	Eng.	4	Sp...	IF...	ET...	SN	CS...
Steyr	XVII N	11	130	50	P 30x5	P 30x5d	4	6-2.41x3.46	L...	Pallas	Grav.	Mag.	MD...	Eng.	4	Sp...	IF...	IR...	SN	D...
Steyr	XVII	12	145	63	P 34x7	P 34x7d	4	6-3.46x4.33	L...	Pallas	Vac.	Mag.	MD...	Eng.	4	Wo...	IF...	IR...	SN	D...
W.A.F.	Var...	173	74	P 36x8	P 36x8d	4	4-4.13x6.29	L...	W.A.F.	Opt.	Mag.	MD...	Eng.	4	Be...	ET...	IR...	WS	CS...	
CZECHO-SLOVAKIAN																				
Praga	Var...	134	54	P 6x20	P 6x20d	4	4-2.85x4.33	L...	Zenith	Grav.	Bat.	SP...	Eng.	4	DR...	IFT...	IR...	WS	D...	
Praga	Var...	142	59	P 36x6	P 36x6d	4	4-3.54x5.91	L...	Zenith	Vac.	Mag.	SP...	Eng.	4	DR...	ET...	IR...	SN	D...	
Praga	Var...	161	67	P 38x7	P 38x7d	4	4-4.33x6.3	L...	Zenith	Vac.	Mag.	SP...	Eng.	4	DR...	ET...	IR...	SN	D...	
Tatra	26	15	131	55	P 30x6.5	P 30x6.5	6	4-2.95x3.74	L...	Zenith	Grav.	Mag.	MD...	Eng.	8	SwA/Sp.	IS...	IR...	SN	D...
Tatra	43	15	130	59	P 28x5.5	P 28x5.5	4	4-2.95x3.74	L...	Zenith	Grav.	Mag.	MD...	Eng.	4	SwA/Sp.	IF...	IR...	SN	D...
Tatra	27	22	173	67	P 36x6	P 36x6d	4	4-3.74x5.9	L...	Zenith	Grav.	Bat.	MD...	Eng.	4	SwA/Sp.	IF...	ET...	SN	D...
Tatra	23	24	156	71	P 40x10.5	P 40x10.5	4	4-4.52x7.08	L...	Zenith	Grav.	Mag.	Co...	Eng.	4	SwA/Sp.	IF...	ET...	SN	CS...
Tatra	24	31	189	71	P 40x10.5	P 40x10.5	6	4-4.52x7.08	L...	Zenith	Grav.	Mag.	Co...	Eng.	8	SwA/Sp.	IS...	ET...	SN	CS...
Tatra	58/24	31	189	71	P 40x10.5	P 40x10.5	6	4-4.52x7.08	L...	Zenith	Grav.	Mag.	Co...	Eng.	8	SwA/Sp.	IF...	ET...	SN	CS...
Walter		20	126	55	P 7x20	P 7x20d	4	4-2.95x4.25	L...	Zenith	Vac.	Bat.	SP...	Eng.	4	Sp...	IF...	IR...	WW	D...
Walter		18	141	57	P 30x5	P 30x5d	4	4-3.34x4.92	L...	Zenith	Vac.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	WW	D...
Walter		26	189	68	P 8.25x20	P 8.25x20d	4	4-4.13x5.9	L...	Zenith	Vac.	Mag.	SP...	Eng.	4	Sp...	IF...	IR...	WW	D...

ABBREVIATIONS:
 Bat—Battery
 Be—Bevel
 C&L—Cam and Lever
 Co—Cone
 CS—Cast Steel
 d—Dual

D—Disk
 DR—Double Reduction
 EFR—External Front and Rear
 Eng—Unit with Engine
 ET—External Transmission
 F—"F" Head
 Grav—Gravity

I—Valve in Head
 IF—Internal Four Wheels
 IFR—Internal Front and Rear
 IFRT—Internal Front Rear and Transmission
 IFT—Internal Front and Trans.
 IM—Middle

IMR—Middle and Rear
 IR—Internal Rear
 IS—Internal Six Wheel
 IT—Internal Transmission
 L—"L" Head
 Mag—Magnet
 MB—Magnet and Battery

MD—Multiple Disk
 M. Pu—Mechanical Pump
 P—Pneumatic
 SN—Screw and Nut
 SP—Single Plate
 Sp—Spiral Bevel
 Strom—Stromberg

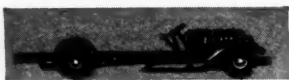
SwA—Swinging Axle
 Vac—Vacuum
 Var—Various
 Wo—Worm Drive
 WS—Worm and Sector
 WW—Worm and Wheel



AMERICAN GASOLINE TRUCK CHASSIS



MAKE, MODEL AND CAPACITY	Chassis Price	Standard W.B.	TIRE SIZE		ENGINE		FUEL SYSTEM		Electrical System		Clutch, Type and Make	Gearset, Make and Model	Universal, Make and Number	REAR AXLE		Front Axle, Make and Model				
			Front	Rear	Make and Model	Number of Cylinders, Bore and Stroke	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor Make	Fuel Feed				Ignition System Make	Generator, Starter Make		Make and Model	Universal, Make and Number	Make and Model	Final Drive and Type
1000 Pounds																				
Chevrolet Ind. Com.	355	109	B 4.75/19	B 4.75/19	Own	6-3/4x4 1/2	26.3	50-2600	Car.	P.	D-R.	D-R.	P.Own.	Own Ind.	Own	Own Int.	Spi	Own Ind.		
Dodge Bros. UF-10	435	109	B 5.00/19	B 5.00/19	Own	4-3/4x4 1/2	21.0	48-2800	Car.	M.	D-R.	D-R.	P.B&B.	Own	Own 2.	Own	Spi			
Dodge Bros. F-10	515	109	B 5.25/19	B 5.25/19	Own	6-3/4x4 1/2	23.4	61-3400	Car.	M.	D-R.	D-R.	P.B&B.	Own	U-P 2	Own	Spi			
Fargo Packet	595		B 5.00/19	B 5.00/19	Own	6-3/4x4 1/2	23.4		Str.	V.	N-E.	N-E.	D.Own.	Own	Own	Own	Spi	Own		
Ford A	345	103	B 4.75/19	B 4.50/20	Own A	4-3/4x4 1/2	24.0	40-2200	Zen.	G.	Own	Own	D.Own.	Own	Own	Own	Spi	Own		
(X) Gen. Mot. T11	625	109	B 5.00/19	B 5.50/19	Pontiac	6-3/4x4 1/2	26.3	58-3000	Mar.	M.	D-R.	D-R.	P.Own.	Pontiac	M.M.	Pontiac	Spi	Pontiac		
Reo Jr. 15	785	115	B 6.00/18	B 6.00/18	Con 19E	6-3/4x4 1/2	27.3	60-2800	Sch.	P.	D-R.	D-R.	P.B&B.	W-G	Spi	Sal.	Spi	Sal.		
Rugby	614		B 5.00/19	B 5.00/19	Con 22-A	6-3/4x4 1/2	25.3	58-3100	Str.	M.	A-L.	A-L.	P.B&B.	War	Spi	Adams	Spi	Adams		
Studebaker	51	114	B 5.25/19	B 5.25/19	Own	6-3/4x4 1/2	21.3	70-3200	Str.	M.	D-R.	D-R.	P.Lon.	W-G	Spi 2.	Own	Spi	Own		
Whippet	96A	360	103	B 4.75/19	B 4.75/19	Own 96A	4-3/4x4 1/2	15.6	40-3200	Til.	V.	A-L.	A-L.	P.B&B.	Own	M.M. 2.	Own	Spi	Own	
Willys Six	98B	525	110	B 5.00/19	B 5.00/19	Own 98A	6-3/4x4 1/2	25.3	65-3400	Til.	V.	A-L.	A-L.	P.B&B.	Own	M.M. 2.	Own	Spi	Own	
1500 Pounds																				
Dodge Brothers	695	124	B 5.50/20	B 5.50/20	Own	4-3/4x4 1/2	21.0	45-2800	Car.	V.	D-R.	D-R.	P.B&B.	W-G	Spi	Own	Spi	Own		
Dodge Brothers	745	124	P 30x5	P 30x5	Own	4-3/4x4 1/2	21.0	45-2800	Car.	V.	D-R.	D-R.	P.B&B.	W-G	Spi	Own	Spi	Own		
Dodge Brothers	795	124	B 5.50/20	B 5.50/20	Own	6-3/4x4 1/2	27.3	63-3200	Zen.	V.	N-E.	N-E.	P.B&B.	W-G	Spi	Own	Spi	Own		
Dodge Brothers	845	124	P 30x5	P 30x5	Own	6-3/4x4 1/2	27.3	63-3200	Zen.	V.	N-E.	N-E.	P.B&B.	W-G	Spi	Own	Spi	Own		
Fargo Clipper	725		B 5.50/18	B 5.50/18	Own	4-3/4x4 1/2	23.4		Str.	V.	D-R.	D-R.	D.Own.	Own	Own	Own	Spi	Own		
Fisher Standard Jr. B.		120	B 5.50/20	P 30x5	Con W10	4-3/4x4 1/2	24.0	48-2800	Zen.	V.	A-L.	A-L.	P.Lon.	W-G T-9	Blo 2.	Sal F.	Spi	Sal F.		
Fisher Standard Jr. B.		125	B 5.50/20	P 30x5	Con 17E	6-3/4x4 1/2	27.3	60-2800	Zen.	V.	A-L.	A-L.	P.B-L	B-L 214	Blo 2.	Sal F.	Spi	Sal F.		
(X) Gen. Mot. T 15	645	130	B 5.50/20	B 5.50/20	Pontiac	6-3/4x4 1/2	26.3	58-3000	Mar.	M.	D-R.	D-R.	P.Own.	Own	M.M.	Tim 5100H	Spi	Tim 1170H		
International Spec. Del		124	B 5.25/20	B 5.25/20	Wau XA	4-3/4x4 1/2	19.6	30-2700	Zen.	V.	D-R.	D-R.	Roc.	M.M.	M.M. 4.	Est 502	Spi	Eat 200F		
International		136	B 5.25/20	B 5.25/20	Wau XA	4-3/4x4 1/2	19.6	30-2700	Zen.	V.	D-R.	D-R.	Roc.	M.M. 0	M.M. 4.	Own 600	Spi	Own 100		
Paige	860	115	B 5.50/19	B 5.50/19	Own	6-3/4x4 1/2	25.3	76-3400	Str.	M.	D-R.	D-R.	P.Lon.	W-G T-71	U-P 2	Sal M.	Spi	Sal		
Relay	15AA	1370	131	P 30x5	P 30x5	Con 17E	6-3/4x4 1/2	27.3	62-2200	Str.	V.	A-L.	A-L.	P.B&B.	W-G T-9	Blo	2R.	Col 5540		
1 Ton																				
Ace	17	1060	136	P 30x5	P 30x5	Con 29L	6-2 1/2x4 1/2	19.8	44-2800	Til.	V.	A-L.	A-L.	P.B&B.	Ful	Blo 3.	Tim 52200H	BF.	Tim 11703	
Atterbury		132	P 30x5	P 30x5	Lye WTG	6-3x4 1/2	21.6	64-2800	Zen.	G.	D-R.	D-R.	P.B&B.	War T9	Spi 300.	Tim 51000H	B.	Tim 11710H		
Available	T-10		Op.	P 30x5	P 30x5	Con 18E	6-3x4 1/2	27.3	61-2900	Sch.	M.	D-R.	D-R.	D.B-L	B-L 214	Blo	Tim 52200H	SF.	Shu 5429	
Brockway-Indiana	66		132	P 30x5	P 30x5	Con	6-3x4 1/2	27.3	61-3000	Zen.	M.	A-L.	A-L.	P.B&B.	War	Spi 2.	Col	Spi	Col	
Brockway-Indiana	65		137	P 30x5	P 30x5	Con	6-3x4 1/2	27.3	65-2700	Zen.	V.	A-L.	A-L.	P.B&B.	B-L	Spi 2.	Col	Spi	Col	
Day Elder	60	1195	135	B 6.00/20	B 6.50/20	Con 25A	6-3x4 1/2	27.3	61-3000	Zen.	M.	D-R.	D-R.	P.B&B.	W-G T9	Spi	Tim	B	Tim	
Diamond T	200	785	128	P 30x5	P 30x5	Bud H199	4-3/4x4 1/2	22.5	57-3000	Zen.	M.	A-L.	A-L.	P.B&B.	W-G	Spi 2.	Cl	B370	SF.	Cl
Diamond T	215	885	135	P 30x5	P 30x5	Bud J214	6-3x4 1/2	27.3	61-3000	Zen.	M.	A-L.	A-L.	P.B&B.	W-G	Spi 2.	Cl	B370	SF.	Cl
Douglas	A6	1095	135	P 30x5	P 30x5	Bud J214	6-3x4 1/2	27.3	61-3000	Zen.	M.	A-L.	A-L.	P.B&B.	W-G T9	M.P.	Cl	B370	SF.	Cl
Fargo Freight		795		B 6.00/20	P 32x6	Own	6-3x4 1/2	23.4		Str.	V.	N-E.	N-E.	Own	U-P	Cl			Spi	Own
Fisher Standard	10A		144	P 30x5	P 30x5	Con 17E	6-3x4 1/2	27.3	60-2800	Zen.	V.	A-L.	A-L.	P.B-L	B-L 214	Blo 3.	Tim 52200H	SF.	Tim 11703H	
Fisher Standard	BX		120	P 30x5	P 30x5	Con W10	6-3x4 1/2	24.0	40-2800	Zen.	M.	A-L.	A-L.	P.Lon.	War T9	Spi	Sal F.	Spi	F.	
*Garford	S-11	1600	142	P 30x5	P 30x5	Bud HS6	6-3x4 1/2	27.3	52-2200	Zen.	V.	A-L.	A-L.	P.B-L	B-L 20	Blo	Col 5402S	SF.	Col 5530	
(X) Gen. Mot. T15 or T17	675	130	B 7.00/20	B 7.00/20	Pontiac	6-3x4 1/2	26.3	58-3000	Mar.	M.	D-R.	D-R.	P.Own.	Own	M.M.	Tim 5150S	Spi	Tim 11709		
Gramm	AX4	795	131	B 6.50/20	B 6.50/20	Con W-10	4-3/4x4 1/2	24.0	40-2800	Til.	M.	A-L.	A-L.	D.Jon.	W-GTA	Blo	Tim	Spi	Tim	
Gramm	AX-6	895	131	B 6.50/20	B 6.50/20	Con 25A	6-3x4 1/2	27.3	61-3000	Til.	M.	A-L.	A-L.	D.Jon.	W-G T9	Blo	Tim	Spi	Tim	
Gramm-Bernstein	10		129	B 6.00/20	DB6.20/20	Lye CT	4-3x4 1/2	22.5	43-2350	Zen.	G.	A-L.	A-L.	D.Ful	Ful DU-10	Blo	Tim 52200H	BF.	Tim 11703H	
Hahn	7H		124	P 30x5	P 30x5	Con 29L	6-2 1/2x4 1/2	19.8	45-2800	Zen.	V.	A-L.	A-L.	P.B&B.	W-G	Blo	Tim 52000H	BF.	Tim 11703H	
International 6 Sp. Spec.		124	P 30x5	P 30x5	Wau XA	4-3x4 1/2	19.6	30-2700	Zen.	V.	D-R.	D-R.	Roc.	M.M.	M.M. 4.	Est 1124	Spi	Eat 430F		
Kenworth	70	1375	140	P 30x5	P 30x5	Con 18E	6-3x4 1/2	27.3	61-3000	Zen.	V.	D-R.	D-R.	P.B-L	B-L 214	Spi 4.	Cl	B370	SF.	Cl
Kleiber	51	1200	140	P 30x5	P 30x5	Con 18E	6-3x4 1/2	27.3	58-2600	Str.	V.	D-R.	D-R.	D.B-L	B-L 20	Spi 5.	Tim 51000H	BF.	Tim 11710H	
LaFrance-Republic	A-1	795	132	B 5.50/20	P 32x6	Lye WTG	6-3x4 1/2	21.6	60-2500	Zen.	V.	A-L.	A-L.	P.B&B.	Ful Wo-BB	S-P 3	Tim 51000H	SF.	Tim 11710H	
LaFrance-Republic	AA-1	810	144	B 5.50/20	P 32x6	Lye WTG	6-3x4 1/2	21.6	60-2500	Zen.	V.	A-L.	A-L.	P.B&B.	Ful Wo-BB	S-P 3	Tim 51000H	SF.	Tim 11710H	
LaMoon	HB10	1500	140	P 32x6	P 32x6	Con 16C	6-3x4 1/2	25.3	65-2800	Str.	G.	D-R.	D-R.	D.B-L	B-L 214	Spi 2.	Tim 52200H	BF.	Tim 11703H	
Mack	BL	2500	148	B 6.00/20	DB6.00/20	Own BL	6-3x4 1/2	25.4	63-2800	Str.	V.	N-E.	N-E.	D.Own.	Own BL	Spi 4.	Tim 5200	SF.	Own BL	
Mack	15AB	1400	131	P 30x5	P 30x5	Con 17E	6-3x4 1/2	27.3	52-2200	Str.	V.	A-L.	A-L.	P.B&B.	W-G T-9	Blo	Own	2R.	Col 5540	
Relay	S11	1700	142	P 30x5	P 30x5	Bud HS6	6-3x4 1/2	27.3	52-2200	Zen.	V.	A-L.	A-L.	P.B-L	B-L 20	Blo	Own 20B	2R.	Col 5530	
Reo	DF	1095	129	B 6.00/20	P 32x6	Own	6-3x4 1/2	27.3	80-3200	Sch.	V.	D-R.	D-R.	P.Lon.	Clark	Cle	Own	Spi	Own	
Selden	7		124	P 30x5	P 30x5	Con 29L	6-2 1/2x4 1/2	19.8	45-2800	Zen.	G.	D-R.	D-R.	P.B&B.	Ful	Spi	Tim 52000	SF.	Tim	
Stewart	30	895	130	B 6.50/20	B 6.50/20	Lye AFE	4-3x4 1/2	22.5	50-2600	Str.	V.	D-R.	D-R.	P.B&B.	Cl	Spi	Sal.	Spi	Sal.	
Stewart	30X	795	130	B 6.50/20	B 6.50/20	Lye WSG	6-2 1/2x4 1/2	19.8	55-2600	Str.	V.	D-R.	D-R.	P.B&B.	Cl	Spi	Sal.	Spi	Sal.	
White	15B	1545	133	P 30x5	P 30x5	Own GKA	4-3x4 1/2	22.5	31-1600	Zen.	V.	L-N.	L-N.	P.Own.	Own TBC	Spi	Own 15B	Spi	Own 15B	
White	60	1850	138	P 30x5	P 30x5	Own 2A	6-3 1/2x4 1/2	20.4	54-2100	Zen.	V.	D-R.	D-R.	P.Own.	Own 3B	M.M. 2.	Own 4C2	Spi	Own 4D	
1 1/4 Ton																				
Brockway	Junior		130	P 30x5	P 30x5	Wia	4-3x4 1/2	22.5	38-2000	Zen.	V.	A-L.	A-L.	P.B&B.	B-L	Spi	Col	Spi	Col	
Brockway	75		137	P 32x6	P 32x6	Con	6-3x4 1/2	27.3	65-2700	Zen.	V.	A-L.	A-L.	P.B&B.	B-L	Spi 2.	Col	Spi	Col	
Clinton	20B	1995	150	P 30x5	P 30x5	Bud WTU	4-3x4 1/2	22.5	36-1800	Zen.	V.	Spl.	D-R.	D.B-L	B-L 31	Blo	Cl	B501	B	Shu 5405
Indiana	11X		120	P 30x5	P 30x5	Her	4-4x5	25.6	46-2000	Str.	G.	A-L.	A-L.	P.B-L	B-L	Spi	Cl	Spi	Shu	
Indiana	11		129	P 30x5	P 30x5	Her	4-4x5	25.6	46-2000	Str.	G.	A-L.	A-L.	P.B-L	B-L	Spi	Cl	Spi	Shu	
Indiana	74		137	P 32x6	P 32x6	Con	6-3x4 1/2	27.3	65-2700	Str.	V.	A-L.	A-L.	P.B&B.	B-L	Spi 2.	Col	Spi	Shu	
International	S-24		130	P 30x																



AMERICAN GASOLINE

MAKE, MODEL AND CAPACITY	Chassis Price	TIRE SIZE		ENGINE			FUEL SYSTEM		Electrical System		Clutch, Type and Make	Gearset, Make and Model	Universal, Make and Number	REAR AXLE		Front Axle, Make and Model		
		Standard W.B.	Front	Rear	Make and Model	Number of Cylinders, Bore and Stroke	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor Make	Fuel Feed				Ignition System Make	Generator, Starter Make		Make and Model	Final Drive and Type
1½ Ton—Cont'd																		
Fageol	106	1500	161 B 7.00/20	B 7.00/20	Wau TS.	6-3½x4½	23.4	60-2700	Zen.	M.	D-R.	D-R.	P.B.&B.	W-G T9.	Spi 3.	Tim 53600H.	B½.	Tim 30010H.
Federal	D	830	131 B 6.00/20	P 32x6	Con W10.	4-3½x4½	24.0	48-2500	Zen.	M.	D-R.	D-R.	P.B.&B.	W-G T9.	Spi 2.	Cla B374.	SF.	Cla F208.
Federal	E6	1090	132 B 6.00/20	P 32x6	Con 17E.	6-3½x4	27.3	60-2000	Zen.	V.	D-R.	D-R.	P.B.&B.	W-G T9.	Spi 2.	Cla B 370.	SF.	Cla F208.
Federal	F7	1525	132 P 30x5	DP30x5	Con 16C.	6-3½x4½	27.3	64-2500	Zen.	M.	D-R.	D-R.	P.B.&B.	Own	Pet.	Tim 52005H.	SF.	Tim 11704H.
Fisher-Standard	15A	144	P 30x5	P 32x6	Con 17E.	6-3½x4	27.3	60-2800	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 214.	Blo 3.	Tim 52200H.	SF.	Tim 11703H.
Fisher-Standard	16A	156	P 30x5	DP30x5	Con 16C.	6-3½x4½	27.3	65-2700	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 314.	Blo 3.	Tim 54200H.	SF.	Tim 14703H.
Fisher-Standard	17A	156	P 30x5	DP30x5	Con S4.	4-4½x4½	28.9	50-2200	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 314.	Blo 3.	Tim 54200H.	SF.	Tim 14703H.
Fisher-Standard Spec. X	17A	128	P 30x5	DP30x5	Con W10.	4-4½x4½	24.0	49-2800	Zen.	M.	A-L.	A-L.	P.Lon.	W-G T9.	Spi.	Tim 52200H.	SF.	Tim 11703H.
F.W.D.	H4	3325	120 P 34x7	P 34x7	Wis SU.	4-4x5	25.6	50-2000	Zen.	V.	A-L.	A-L.	D.Det.	Cot A.	Blo 4.	Own	BF.	Own
Ford	AA	510	131 B 6.00/20	P 32x6	Own	4-3½x4½	24.0	40-2200	Zen.	G.	Own.	Own.	P.Lon.	Own	Own 2.	Own	S9½.	Own
Ford	AA	535	157 B 6.00/20	P 32x6	Own	4-3½x4½	24.0	40-2200	Zen.	G.	Own.	Own.	P.Lon.	Own	Own 2.	Own	S9½.	Own
*Garford	40	2990	168 P 34x5	DP34x5	Bud DS6.	6-3½x5	31.5	56-2000	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Blo.	Tim 63702.	WF.	Tim 14704H.
*Garford	S-11	1900	162 P 30x5	DP30x5	Bud HS6.	6-3½x4½	27.3	52-2200	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20.	Blo.	Tim 54000.	SF.	Col 5530.
(X) Gen.Mot. T19.1½-T	2T	745	130 B 5.50/20	P 32x6	Pontiac.	6-3½x4½	26.3	58-3000	Mar.	M.	D-R.	D-R.	P.Own.	Mun.	Spi.	Tim 5261.	S9½.	Tim 11710.
(X) Gen.Mot. T25.1½-T	2	1280	130 B 6.00/20	DB6.00/20	Buick.	6-3½x4½	28.9	76-2500	Mar.	M.	D-R.	D-R.	D.Own.	Mun.	Spi.	Tim 5261.	S9½.	Tim 11710.
Gramm	BX4	895	131 B 6.00/20	DB6.50/20	Con W-10.	4-3½x4½	24.0	49-2800	Til.	M.	A-L.	A-L.	D.Jon.	W-G T9.	Blo.	Tim.	S9½.	Tim.
Gramm	BX-6	995	131 B 6.00/20	DB6.00/20	Con 25A.	6-3½x4	27.3	61-3000	Til.	M.	A-L.	A-L.	D.Jon.	W-G T9.	Blo.	Tim.	S9½.	Tim.
Gramm-Bernstein	J	146	B 6.50/20	DB6.50/20	Bud J-214	6-3½x4	27.3	62-3000	Zen.	M.	D-R.	D-R.	D.B-L.	B-L 214.	Spi.	Tim 52200H.	SF.	Tim 12703H.
Hahn	17H	142	P 32x6	P 32x6	Con 18E.	6-3½x4	27.3	66-3000	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 20.	Blo.	Tim 52000H.	BF.	Tim 11703H.
Hahn	317H	142	P 32x6	P 32x6	Con 16C.	6-3½x4½	27.3	65-2700	Str.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Blo.	Tim K.	BF.	Tim.
Indiana	111	129	P 30x5	P 32x6	Her.	4-4x5	25.6	46-2000	Str.	G.	A-L.	A-L.	P.B.&B.	B-L.	Spi.	Cla	SF.	Shu.
Indiana	89	149	P 32x6	P 32x6	Con.	6-3½x4½	27.3	65-2700	Str.	V.	A-L.	A-L.	P.B.&B.	B-L.	Spi 3.	Col.	SF.	Col.
International	AW-2	136	B 5.50/20	B 6.00/20	Wau XA.	4-3½x4½	19.6	30-2700	Zen.	V.	D-R.	D-R.	Roc.	M.M.	Own 700.	S½.	Own 100.	
International	SL-34	160	P 30x5	P 30x5	Lye CT.	4-3½x5	22.5	43-2350	Zen.	V.	D-R.	D-R.	P.Own.	Own	M.M. 5.	Eat 1502.	S½.	Eat 430 F.
International	SF-34	140	P 30x5	P 32x6	Lye CT.	4-3½x5	22.5	43-2350	Zen.	V.	D-R.	D-R.	P.Own.	Own	M.M. 5.	Eat 1502.	S½.	Eat 430 F.
International	SL-36	160	P 30x5	P 30x5	Lye 4SL.	6-3½x4½	25.3	61-2800	Zen.	V.	D-R.	D-R.	P.Own.	Own	M.M. 5.	Eat 1502.	S½.	Eat 430 F.
International	SF-36	140	P 30x5	P 32x6	Lye 4SL.	6-3½x4½	25.3	61-2800	Zen.	V.	D-R.	D-R.	P.Own.	Own	M.M. 5.	Eat 1502.	S½.	Eat 430 F.
International	AL-3	138	B 5.50/20	DB6.00/20	Lye 4SLH.	6-3½x4½	25.3	61-2800	Zen.	V.	D-R.	D-R.	P.Own.	W-G T7.	M.M. 5.	Own 800.	S½.	Own 200.
Kenworth	100	1995	164 P 30x5	DP30x5	Bud H260.	6-3½x4	29.4	75-3000	Zen.	M.	D-R.	D-R.	P.B-L.	B-L 214.	Spi.	Tim 54200H.	SF.	Cla F 304.
Kleiber	52	1500	152 P 32x6	P 32x6	Con.	6-3½x4	27.3	61-3000	Str.	G.	D-R.	D-R.	D.B-L.	B-L 20.	Spi.	Tim 52200H.	B½.	Tim 12703H.
LaFrance-Republic	C-1	144	B 6.00/20	P 32x6	Lye 4SL.	6-3½x4½	25.3	61-2750	Zen.	V.	A-L.	A-L.	P.B.&B.	WO-BB	Spi 3.	Tim 52200H.	SF.	Tim 11701H.
Lange	R	2225	140 P 32x6	P 32x6	Her WXB.	6-3½x4½	33.7	67-2400	Zen.	M.	A-L.	A-L.	D.B-L.	B-L 31.	Spi 4.	Tim 54000H.	BF.	Tim 12703H.
Larabee	25	1445	152 B 7.00/20	B 7.00/20	Con 16C.	6-3½x4½	27.3	65-2700	Zen.	G.	D-R.	D-R.	D.B-L.	B-L 214.	Spi.	Tim 52200H.	BF.	Tim 11703H.
LeMoon	HB17	2000	163 P 32x6	DP32x6	Con 16C.	6-3½x4½	27.3	65-2800	Str.	G.	D-R.	D-R.	D.B-L.	B-L 214.	Spi 3.	Tim 54200H.	BF.	Tim 14703H.
Maccar	36200	1950	154 P 32x6	DP32x6	Bud HS.	6-3½x4½	27.3	57-2400	Str.	V.	D-R.	D-R.	D.B-L.	B-L 214.	Cle 3.	Tim 54200H.	BF.	Tim 14703H.
Mack	BC	3000	138 P 32x6	DP32x6	Own BG.	6-3½x5	31.5	56-2000	Str.	V.	N-E.	N-E.	D.Own.	Own BG.	Spi 4.	Own BG.	SF.	Own BG.
Relay	40	2990	168 P 34x5	DP34x5	Bud DS 6.	6-3½x5	31.5	56-2000	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35.	Blo.	Own 30.	2R.	Tim 14704H.
Relay	S-11	1900	162 P 30x5	DP30x5	Bud HS 6.	6-3½x4½	27.3	52-2200	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20.	Blo.	Own 20.	2R.	Col 5530.
Reo	FA-137	1295	137 B 6.50/20	P 32x6	Own	6-3½x5	27.3	70-3000	Sch.	V.	D-R.	D-R.	D.B-L.	Own	Cle.	Own	S½.	Own
Reo	FE	1395	152 B 6.50/20	P 32x6	Own	6-3½x5	27.3	70-3000	Sch.	V.	D-R.	D-R.	D.B-L.	Own	Cle.	Own	S½.	Own
Reo	FF	1395	156 B 6.50/20	P 32x6	Own	6-3½x5	27.3	70-3000	Sch.	V.	D-R.	D-R.	D.B-L.	Own	Cle.	Own	S½.	Own
Rugby	6-15	930	135 B 5.50/20	DP30x5	Con 22A.	6-3½x4	25.3	59-3100	Str.	M.	A-L.	A-L.	D.B-L.	B-L 20.	Blo.	Eat	B½.	Eat
Schacht	De Luxe	15	160 B 7.50/20	B 7.50/20	Con 16C.	6-3½x4½	27.3	65-2600	Zen.	M.	D-R.	D-R.	D.B-L.	B-L 35.	Spi.	Tim 54000.	BF.	Tim 12703H.
Selden	17	142	P 32x6	P 32x6	Con 18E.	6-3½x4½	27.3	61-3000	Str.	V.	D-R.	D-R.	D.B-L.	B-L 20.	Blo.	Tim 54200H.	BF.	Tim 12703H.
Selden	317	142	P 32x6	P 32x6	Con 16C.	6-3½x4½	27.3	65-2700	Str.	V.	D-R.	D-R.	D.B-L.	B-L 35.	Blo.	Tim.	BF.	Tim.
Sterling	DB7-64	137	P 32x6	P 32x6	Con 18E.	6-3½x4½	27.3	57-2500	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 20.	Spi.	Tim 52000H.	BS.	Tim 11703H.
Stewart	40	895	130 B 6.50/20	DB6.50/20	Lye AFE.	4-3½x4½	22.5	50-2600	Str.	V.	D-R.	D-R.	P.B.&B.	War.	Spi.	Cla	BF.	Cla
Stewart	40X	995	130 B 6.50/20	DB6.50/20	Lye.	4-3½x4	21.6	61-2600	Str.	V.	D-R.	D-R.	P.B.&B.	War.	Spi.	Cla	BF.	Cla
Stewart	34X	1195	145 B 6.50/20	DB6.50/20	Lye 4SL.	6-3½x4½	25.3	70-3200	Zen.	M.	D-R.	D-R.	P.B.&B.	War.	Spi 3.	Cla	F.	
Studebaker	S-20	695	130 B 6.00/20	P 32x6	Own GKA.	4-3½x5½	22.5	31-1600	Zen.	M.	D-R.	D-R.	Lon.	WGASIT-9	Spi.	Tim 53600.	S9½.	Tim 30010-AI
White	20A	2125	145 P 34x5	DP34x5	Own 4A.	4-3½x4½	22.5	61-2100	Zen.	V.	L-N.	L-N.	P.Own.	Own TBC	Spi 2.	Own 20A.	2½.	Own 20A.
White	61	2450	148 P 30x5	DP30x5	Wau 6XK.	6-3½x4½	33.7	64-2200	Str.	G.	D-R.	D-R.	P.Own.	Own 5B.	Spi.	Own 7CB.	S½.	Own 7D.
Wichita	6-21	2600	160 P 32x6	DP32x6	Wau 6XK.	6-3½x4½	33.7	64-2200	Str.	G.	D-R.	D-R.	P.Own.	Own 5B.	Spi.	Own 30R.	S½.	She 3FA.
Willys-Knight	T-103	825	131 B 5.50/20	P 30x5	Own 87.	6-2½x4½	20.7	55-3000	Til.	V.	A-L.	A-L.	P.Roc.	Cov.	M.M. 2.	Cla	S½.	Own
Willys Six	C-101	695	131 B 5.50/20	P 30x5	Own 98B.	6-3½x3½	25.3	65-3400	Til.	V.	A-L.	A-L.	P.Roc.	Cov.	M.M. 2.	Cla	S½.	Own
Witt-Will	S15B	2100	147 P 30x5	DP30x5	Con S4.	4-4½x4½	28.9	50-2200	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 20.	Spi.	Tim 54000H.	BF.	Tim 14703.
Witt-Will	C15B	2200	158 P 30x5	DP30x5	Con 16C.	6-3½x4½	27.3	66-3200	Zen.	M.	D-R.	D-R.	D.B-L.	B-L 20.	Spi.	Tim 54000H.	BF.	Tim 14703H.
1¾ Ton																		
Gramm	B	1495	140 B 6.50/20	DB6.50/20	Lye 4SL.	6-3½x4½	25.3	61-2900	Zen.	V.	A-L.	A-L.	D.Own.	Cov A4J.	Blo.	Tim 54000H.	BF.	Col 4003.
Stewart	28X	1495	136 B 6.50/20	B 6.50/20	Lye 4SL.	6-3½x4½	25.3	61-2600	Str.	V.	D-R.	D-R.	D.Ful.	Ful	Spi 3.	Cla	S½.	
2 Ton																		
Acme	47	2035	162 P 32x6	DP32x6	Con 16C.	6-3½x4½	27.3	65-2700	Zen.	V.	A-L.	A-L.	D.B-L.	B-L.	Blo.	Tim 54200H.	BF.	Tim 14703H.
Amer. LaF. Chief	9R	3650	180 P 32x6	DP32x6	Own	6-3½x5	33.7	65-2100	Str.	V.	D-R.	D-R.	P.B.&B.	Own	Spi.	Tim 65000BX	WF.	Tim 14703BX
Atterbury	G	160	P 32x6	DP32x6	Lye 4SL.	6-3½x4½	25.3	62-2800	Zen.	G.	A-L.	A-L.						

TRUCK CHASSIS—Continued



MAKE, MODEL AND CAPACITY	Chassis Price	Standard W.B.	TIRE SIZE		ENGINE		FUEL SYSTEM		Electrical System		Clutch, Type and Make	Gearset, Make and Model	Universal, Make and Number	REAR AXLE		Front Axle, Make and Model				
			Front	Rear	Make and Model	Number of Cylinders, Bore and Stroke	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor Make	Fuel Feed				Ignition System Make	Generator, Starter Make		Make and Model	Universal, Make and Number	Make and Model	Final Drive and Type
2 Ton—Cont'd																				
F. W. D.	H6 3425	133	P 34x7	P 34x7	Wau MS	4-3/4x4 1/2	33.7	72-2500	Zen.	V.	Eis.	N-E.	D.B-L.	B-L 51	Blo 4.	Own	BF.	Own		
*Garford	40 3240	168	P 36x6	DP36x6	Bud DS6	6-3/8x5	31.5	56-2000	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo	Tim 63702.	WF.	Tim 14704H.		
*Garford	S11 2030	162	P 32x6	DP32x6	Bud HS6	6-3/8x4 1/2	27.3	52-2200	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20	glo	Tim 54000.	SF.	Col 5530.		
(X) Gen. Mot. T19	1-1/2-2 845	130	P 30x5	DP30x5	Pontiac	6-3/8x3 1/2	26.3	58-3000	Mar.	M.	D-R.	D-R.	P.Own	Mun.	Spi	Tim 5261.	S 1/2	Tim 11710.		
(X) Gen. Mot. T25	1-1/2-2 1320	130	B 7.00/20	DB7.00/20	Buick	6-3/8x4 1/2	28.3	76-2500	Mar.	M.	D-R.	D-R.	D.Own	Mun.	Spi	Tim 5261.	S 1/2	Tim 11710.		
(X) Gen. Mot. T30	2-3T 1545	141	P 30x5	DP30x5	Buick	6-3/8x4 1/2	28.3	76-2500	Mar.	M.	D-R.	D-R.	D.Own	Mun.	Spi	Eaton 1617	S 1/2	Eaton 433-F		
Gramm	CX-4 1095	131	B 6.50/20	DB6.50/20	Con W11	4-1/4x4 1/2	27.2	55-2600	Til.	M.	A-L.	A-L.	D.Jon.	W-G T9	Blo	Tim 54200H.	BF.	Tim 31000H.		
Gramm	CX-6 1295	131	B 6.50/20	DB6.50/20	Con 16C	6-3/8x4 1/2	27.2	70-3000	Til.	M.	A-L.	A-L.	D.Jon.	W-G T9	Blo	Tim 54200H.	BF.	Tim 31000H.		
Gramm	C 1795	160	B 7.00/20	DB7.00/20	Lye ASA	6-3/8x4 1/2	31.5	82-2600	Zen.	M.	A-L.	A-L.	D.Own	Cov W4C.	Blo 2.	Tim 54000.	BF.	Col 4003.		
Gramm-Bernstein	115S	149	P 30x5	P 30x5	Con 16C	6-3/8x4 1/2	27.3	66-2900	Zen.	G.	A-L.	A-L.	D.Ful	Ful SU12	Blo	Tim 54000H.	BF.	Shu 5405		
Gramm-Bernstein	115	146	P 32x6	P 30x5	Lye C4W	4-1/4x5	25.6	34-2000	Zen.	G.	A-L.	A-L.	D.Ful	Ful SU12	Blo	Tim 54000H.	BF.	Shu 5405		
Gramm-Bernstein	86	144	P 32x6	DP32x6	Con 16C	6-3/8x4 1/2	27.3	66-2900	Zen.	V.	A-L.	A-L.	D.Ful	Ful KU-10.	Blo	Tim 54002H.	BF.	Tim 12703H.		
Hahn	3TH	151	P 32x6	DP32x6	Con 16C	6-3/8x4 1/2	27.3	65-2760	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo 2.	Tim 54200H.	BF.	Tim 12703H.		
Hug	22	160	P 30x5	DP30x5	Bud HS6	6-3/8x4 1/2	27.3	57-2200	Zen.	V.	A-L.	D-R.	D.Ful	Ful KU10.	Blo 3.	Tim 54200H.	BF.	Tim 12703H.		
Hug	60	118	P 32x6	DP32x6	Bud WTU	4-3/8x5 1/2	22.5	37-1850	Zen.	V.	Eis.	D-R.	D.B-L.	B-L 51	Blo 2.	Tim 54200H.	BF.	Tim 12703H.		
Indiana	111XW	120	P 32x6	DP32x6	Her	4-1/4x5	55.6	26-2000	Str.	G.	Eis.	Non.	P.B&B	B-L	Spi	Tim 54200H.	BF.	Tim 12703H.		
International	SD-44	117	P 30x5	P 32x6	Lye CT	4-3/8x5	22.5	43-2350	Zen.	V.	A-Bo	Non.	P.Own	Own	M.M. 5.	Eat 2002	S 1/2	Eat 430A.		
International	SD-46	117	P 30x5	P 32x6	Lye 4SL	6-3/8x4 1/2	25.3	61-2800	Zen.	V.	A-Bo	Non.	P.Own	Own	M.M. 5.	Eat 2002	S 1/2	Eat 430A.		
International	A-4	145	P 32x6	DP32x6	Own FBB	6-3/8x4 1/2	31.5	65-2800	Zen.	V.	D-R.	D-R.	P.Own	Own A-5	M.M. 6.	Own 900	S 1/2	Own 250.		
International	SF-46	140	P 32x6	P 34x7	Lye 4SL	6-3/8x4 1/2	25.3	61-2800	Zen.	M.	D-R.	D-R.	P.Own	Own	M.M. 5.	Eat 2002	S 1/2	Eat 430A.		
Kenworth	125 2650	157	P 32x6	DP32x6	Her WXB	6-3/8x4 1/2	33.7	67-2400	Zen.	V.	A-L.	D-R.	P.B-L.	B-L 314	Spi	Tim 56200H.	SF.	Tim 14703H.		
Kleiber	54 2275	170	P 30x5	DP30x5	Bud	6-3/8x4 1/2	29.4	75-3000	Str.	V.	D-R.	D-R.	D.B-L.	B-L	Spi 4.	Tim 54200H.	BF.	Tim 12703H.		
LaFrance-Republic	D-1	144	P 30x5	DP30x5	Lye 4SL	6-3/8x4 1/2	25.3	61-2750	Zen.	V.	A-L.	A-L.	P.B&B	B-L	S-P 3.	Tim 54200H.	SF.	Tim 12703H.		
Lange	L 3450	144	P 32x6	DP32x6	Her WXC	6-4x4 1/2	38.4	74-2400	Str.	M.	A-L.	A-L.	D.B-L.	B-L 35	Spi 5.	Tim 54200H.	BF.	Tim 12703H.		
Larrabee	35 2575	152	B 7.00/20	DB7.00/20	Con 16C	6-3/8x4 1/2	27.3	65-2700	Zen.	G.	D-R.	D-R.	D.B-L.	B-L 214	Spi 3.	Tim 54200H.	BF.	Tim 12703H.		
LeMoon	HB21 2400	163	P 32x6	DP32x6	Wau GMS	6-3/8x4 1/2	33.7	72-2500	Str.	G.	A-L.	A-L.	D.B-L.	B-L 314	Spi 3.	Tim 54200H.	BF.	Tim 14703H.		
Maccar	40A 2500	126	P 32x6	DP32x6	Bud 298	6-3/8x4 1/2	33.7	83-3000	Str.	M.	D-R.	D-R.	D.B-L.	B-L 314	Spi 3.	Tim 56200H.	BF.	Tim 14703H.		
Mack AB	1-1/2-2 Ten 3100	147	S 36x8	S 36x8	Own AB	4-1/4x5	28.9	60-2200	Str.	V.	R-Bo		D.Own	Own AB	Spi 2.	Tim 54004H.	BF.	Tim 12703H.		
Mack AB	1-1/2-2 Ten 3550	147	S 36x8	S 36x8	Own AB	4-1/4x5	28.9	60-2200	Str.	V.	R-Bo		D.Own	Own AB	Spi 4.	Tim 54004H.	BF.	Tim 12703H.		
Moreland	RR-7 2025	158	P 32x6	P 32x6	Con 16C	6-3/8x4 1/2	27.3	70-1300	Zen.	M.	A-L.	A-L.	P.B-L.	B-L 35	Pet	Tim 54004H.	BF.	Tim 12703H.		
Noble	146 2885	175	P 32x6	DP32x6	Bud HS6	6-3/8x4 1/2	27.3	57-2500	Str.	V.	A-L.	A-L.	D.Ful	Ful	Blo	Tim 54200H.	BF.	Tim 14703H.		
Omori	200	124	P 32x6	DP32x6	Her OX	4-1/4x5	25.6	46-2000	Zen.	V.	A-L.	A-L.	D.Ful	Ful MGU 14	Blo 2.	Tim 54200H.	BF.	Tim 14703H.		
Pierce-Arrow	XA 3500	150	S 36x8	DS36x5	Own XA	4-1/4x5 1/2	25.6	45-1600	Str.	V.	D-R.	D-R.	D.Own	Own XA	W 1/2	Tim 54200H.	BF.	Tim 14703H.		
Pierce-Arrow	FA 2450	140	P 32x6	S 34x7	Own FA	6-3/8x5	29.4	56-2000	Str.	E.	D-R.	D-R.	P.B&B	B-L	Spi	Tim 54200H.	BF.	Tim 14703H.		
Relay	40 3240	168	P 30x6	DP36x6	Bud DS6	6-3/8x5	31.5	56-2000	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 35	Blo	Tim 54200H.	BF.	Tim 14704H.		
Relay	S11 2030	162	P 32x6	DP32x6	Bud HS6	6-3/8x4 1/2	27.3	52-2200	Zen.	V.	A-L.	A-L.	P.B-L.	B-L 20	Blo	Tim 54200H.	BF.	Tim 5530.		
Relay	50 3960	161	P 36x6	DP36x6	Bud DW6	6-3/8x5	33.7	73-2200	Zen.	V.	A-L.	A-L.	D.B-L.	B-L 51-5	Blo	Tim 54200H.	BF.	Tim 14704H.		
Reo	FC 1645	152	P 32x6	DP32x6	Own	6-3/8x5	27.3	70-3000	Sch.	V.	D-R.	D-R.	D.B-L.	Own	Cle	Tim 54200H.	BF.	Tim 14704H.		
Reo	FD 1745	168	P 32x6	DP32x6	Own	6-3/8x5	27.3	70-3000	Sch.	V.	D-R.	D-R.	D.B-L.	Own	Cle	Tim 54200H.	BF.	Tim 14704H.		
Reo	FH 1545	142	P 32x6	DP32x6	Own	6-3/8x5	27.3	70-3000	Sch.	V.	D-R.	D-R.	D.B-L.	Own	Cle	Tim 54200H.	BF.	Tim 14704H.		
Schacht De Luxe	20	160	B 7.50/20	DB7.50/20	Con 16C	6-3/8x4 1/2	27.3	65-2600	Zen.	M.	D-R.	D-R.	D.B-L.	B-L 35	Spi	Tim 54000H.	SF.	Tim 12703H.		
Selden	Unit 37	151	P 32x6	DP32x6	Con 16C	6-3/8x4 1/2	27.3	65-2760	Zen.	G.	D-R.	D-R.	D.B-L.	B-L 35	Blo	Tim 54200H.	BF.	Tim 12703H.		
Sterling	DB9-64	139	P 34x7	P 34x7	Con 16C	6-3/8x4 1/2	27.3	65-2760	Zen.	V.	D-R.	D-R.	D.B-L.	B-L 20	Spi	Tim 54000H.	BF.	Tim 12703H.		
Stewart	29XS 1695	145	P 32x6	DP32x6	Lye ASA	6-3/8x4 1/2	31.5	85-3100	Str.	G.	D-R.	D-R.	D.Ful	Lon	WGASL-T9	Tim 54200H.	BF.	Tim 12703H.		
Studebaker	S-50 895	148	B 6.50/20	DB6.50/20	Own	6-3/8x4 1/2	25.6	70-3200	Str.	M.	D-R.	D-R.	D.Own	Own	Cle	Tim 54200H.	BF.	Tim 12703H.		
White	56 3125	165	S 36x8	S 36x8	Own GRC	4-1/4x5 1/2	25.6	45-1600	Zen.	V.	D-R.	D-R.	P.Own	Own GRBB	Spi 3.	Tim 54200H.	BF.	Tim 12703H.		
White 160-1-2	1 to 2T	138	P 30x5	P 30x5	Own GRCB	4-1/4x5 1/2	25.6	45-1600	Zen.	V.	D-R.	D-R.	P.Own	Own GRBB	Spi 3.	Tim 54200H.	BF.	Tim 12703H.		
Wichita	6-50 3250	165	P 32x6	P 32x6	Wau 6XK	6-3/8x4 1/2	33.7	64-2200	Str.	V.	D-R.	D-R.	D.B-L.	B-L 35	ST 3.	Tim 54200H.	BF.	Tim 12703H.		
Witt-Will	C2B 2450	158	P 32x6	DP32x6	Con 16C	6-3/8x4 1/2	27.3	66-3200	Zen.	M.	D-R.	D-R.	D.B-L.	B-L 35-4	Spi	Tim 54200H.	BF.	Tim 14703H.		
Witt-Will	C2W 2550	158	P 32x6	DP32x6	Con 16C	6-3/8x4 1/2	27.3	66-3200	Zen.	M.	D-R.	D-R.	D.B-L.	B-L 35-4	Spi	Tim 54200H.	BF.	Tim 14703H.		
Witt-Will	R2B	158	P 32x6	DP32x6	Con 16R	6-4x4 1/2	38.4	72-2400	Zen.	M.	D-R.	D-R.	D.B-L.	B-L 35-4	Spi	Tim 54200H.	BF.	Tim 14703H.		
Witt-Will	R2	158	P 32x6	DP32x6	Con 16R	6-4x4 1/2	38.4	72-2400	Zen.	M.	D-R.	D-R.	D.B-L.	B-L 35-4	Spi	Tim 54200H.	BF.	Tim 14703H.		
2 1/2 Ton																				
Acme	56 Spec. 3577	178	P 34x7	DP34x7	Con 18R	6-4x4 1/2	38.4	82-2400	Str.	V.	A-L.	A-L.	D.B-L.	B-L 55-7	Blo	Tim 65200H.	WF.	Tim 15733H.		
Acme	52 3770	186	P 34x7	DP34x7	Con 18R	6-4x4 1/2	38.4	82-2400	Str.	V.	A-L.	A-L.	D.B-L.	B-L 60-4	Blo	Tim 65200H.	WF.	Tim 15733H.		
Amer. LaF.	Chief 9R 3900	180	P 34x7	DP34x7	Own	6-3/8x5	33.7	85-2100	Str.	V.	D-R.	D-R.	P.B&B	B-L 51	Own	Tim 65200H.	WF.	Tim 14703H.		
Atterbury	50	180	B 8.25/20	DB8.25/20	Lye ASD	6-3/8x4 1/2	33.7	85-2800	Zen.	M.	A-L.	A-L.	P.B&B	Cov W4C.	Spi 400.	Tim 56200H.	BF.	Tim 33010H.		
Autocar	D 3500	150	P 34x7	DP34x7	Own	6-4x4 1/2	38.4	82-2400	Str.	V.	D-R.	D-R.	P.Own	B-L 51	Spi	Tim 56200H.	BF.	Tim 33010H.		
Available</																				



AMERICAN GASOLINE

MAKE, MODEL AND CAPACITY	Chassis Price	Standard W.B.	TIRE SIZE		ENGINE			FUEL SYSTEM		Electrical System		Clutch, Type and Make	Gearset, Make and Model	Universal, Make and Number	REAR AXLE					
			Front	Rear	Make and Model	Number of Cylinders, Bore and Stroke	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor Make	Fuel Feed	Ignition System Make				Generator, Starter Make	Make and Model	Universal, Make and Number	Make and Model	Final Drive and Type	Front Axle, Make and Model
2½ Ton—Cont'd																				
Kenworth	145 3250	158	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	74-2400	Zen.	V.	D-R	D-R	P-B-L	B-I 314	Spi.	Tim 58200H	SF	Tim 14703H		
Kleiber	64 2950	180	P 32x6	DP32x6	Con 16R	6-4x4½	38.4	74-2400	Str.	V.	D-R	D-R	D-B-L	B-L 35	Spi. 4	Tim 64800H	WF	Tim 14703H		
Kleiber	56 2550	180	P 32x6	DP32x6	Bud.	6-3½x4½	33.8	86-3000	Str.	V.	D-R	D-R	D-B-L	B-L	Spi. 4	Tim 56000H	BF	Tim 14703H		
LaFrance-Republic	F2	174	P 32x6	DP32x6	Lyc TF	6-3½x5	31.2	83-2800	Str.	V.	A-L	A-L	D-Ful	FulMGU14	Spi. 3	Tim 56200H	SF	Tim 14706H		
Lange	0 3950	146	P 34x7	DP34x7	Her YXB	6-4x4½	38.4	80-2200	Str.	V.	A-L	A-L	D-B-L	B-L 51	Spi. 5	Wis 8817	2F	Shu 510		
Larabee	45 3115	154	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	38.4	70-2400	Zen.	G.	D-R	D-R	D-B-L	B-L 35	Spi.	Tim 56200H	BF	Tim 14703		
LeMoon	HB26 3250	160	P 34x7	DP34x7	Wau 6MS	6-3½x4½	33.7	72-2500	Str.	G.	A-L	A-L	D-B-L	B-L 314	Spi. 3	Tim 56200H	WF	Tim 15733H		
LeMoon	HB27 3600	169	P 34x7	DP34x7	Wau 6KU	6-4½x4½	43.3	80-2000	Str.	G.	A-L	A-L	D-B-L	B-L 314	Spi. 3	Tim 65200H	WF	Tim 15733H		
Omort	250	124	P 32x6	DP32x6	Her OX	4-4x5	25.6	46-2000	Zen.	V.	A-L	A-L	D-Ful	FulMGU14	Blo. 3	Wis 6617	2F	Shu 5510		
Omort	25	130	P 32x6	DP32x6	Her WXB	6-3½x4½	33.7	66-2400	Zen.	M.	A-L	A-L	D-Ful	Ful MGU	Blo. 3	Wis 6787-L	2F	Shu 5429		
Relay	40 3275	168	P 36x6	DP36x6	Bud DS6	6-3½x5	31.5	56-2000	Zen.	V.	A-L	A-L	D-B-L	B-L 35	Blo.	Own 30	2R	Tim 14704H		
Relay	50 4000	161	P 36x6	DP38x7	Bud DW6	6-3½x5	33.7	73-2200	Zen.	V.	A-L	A-L	D-B-L	B-L 51-5	Blo.	Own 60	2R	Tim 14704H		
Relay	60DA 4555	175	P 36x6	DP36x6	Bud BA6	6-4½x5½	40.8	83-2000	Zen.	V.	A-L	A-L	Ful	Ful VU	Blo.	Own 60	2R	Tim 15733H		
Schacht De Luxe	20A	136	B 7.50/20	DB7.50/20	Con 16C	6-3½x4½	27.3	65-2000	Zen.	V.	D-R	D-R	D-B-L	B-L 35	Spi.	Tim 56000	BF	Tim 12703H		
Selden	39C	164	P 32x6	DP32x6	Con 16R	6-4x4½	38.4	72-2400	Str.	V.	D-R	A-Bo	D-B-L	B-L 35	Spi.	Tim 6200H	SF	Tim 14703H		
Sterling	DB11-64	150	P 34x7	P 34x7	Wau 6XL	6-3½x4½	29.4	58-2400	Zen.	V.	L-N	D-B-L	B-L 35	Spi.	Tim 56000H	BS	Tim 12703H			
Stewart	18X 2690	165	P 32x6	DP32x6	Lyc TF	6-3½x5	31.5	85-2750	Str.	V.	D-R	D-R	D-Ful	Ful	Spi. 3	Tim	WF	Tim		
Stewart	32X 1990	165	P 32x6	DP32x6	Lyc-ASA	6-3½x5	31.5	80-2500	Str.	P.	D-R	D-R	D-Ful	Ful	Spi. 3	Tim	SF	Tim		
Studebaker	88 3295	184	B 7.50/20	DB7.50/20	Own	8-3½x5½	39.2	115-3200	Str.	M.	D-R	D-R	D-Lon	Ful	Spi.	Eat	S2	Eat		
White	65K, 2 to 2½	180	B 8.25/20	DB8.25/20	Own 3A	6-4½x5½	38.4	72-1800	Zen.	M.	D-R	L-Nx	P.Own	Own 4B	Spi. 3	Own 8C	S2	Own 8D		
White	51A 3750	170	S 36x5	S 36x5	Own GRB	4-4½x5½	28.9	54-1600	Zen.	V.	Eis.	P.Own	Own GRBA	Spi. 3	Own 51A	S2	Own 51A			
White	210, 211, 212, 1½ to 2½ Ton.	148	P 30x5	DP30x5	Own GRCB	4-4x5½	25.6	45-1800	Zen.	V.	D-R	D-R	P.Own	Own 8B	Spi. 3	Own 7CB	S2	Own 7D		
Wichita	6-60 3750	165	P 34x7	DP34x7	Wau 6ML	6-4x4½	38.4	77-2200	Zen.	V.	D-R	D-R	D-B-L	B-L 51	S-T 3	Own 30R	WF	Shu 5550		
Witt-Will	RB2 2900	158	P 32x6	DP32x6	Con 16R	6-4x4½	38.4	72-2400	Zen.	M.	D-R	D-R	D-B-L	B-L 35	Spi.	Tim 5600H	BF	Tim 14703H		
Witt-Will	R2 3000	158	P 32x6	DP32x6	Con 16R	6-4x4½	38.4	72-2400	Zen.	M.	D-R	D-R	D-B-L	B-L 35	Spi.	Tim 63720H	WF	Tim 14703H		
3 Ton																				
Acme	66 4230	186	P 36x8	DP36x8	Con 20R	6-4½x4½	40.8	89-2400	Str.	V.	A-L	A-L	D-B-L	B-L 60-4	Blo.	Tim 65706Dh	WF	Tim 15733H		
Acme	120 4740	220	P 36x8	DP36x8	Con 20R	6-4½x4½	40.8	89-2400	Str.	V.	A-L	A-L	D-B-L	B-L 51-5	Blo.	Wis 69410L	2F	Shu 55723		
Amer. La France	W2R 3950	Op.	S 36x5	S 36x10	Own 2R	4-4½x6	28.9	42-1400	Zen.	V.	A-Bo	D.Own	Own 2R	Own	Own 2R	2F	Own 2R	Own 2R		
Amer. La France	12R	Op.	P 36x8	DP36x8	Own	6-4½x5½	40.8	75-1800	Zen.	V.	D-R	D-R	P-B&B	Own	Spi.	Tim 667 4BY	WF	Tim 15733BY		
Am. La Fra. Chief	3-4	Op.	P 36x8	DP36x8	Own	6-4½x5½	40.8	75-1800	Zen.	V.	D-R	D-R	P-B&B	Own	Spi.	Tim 65706BY	WF	Tim 15733BY		
Armleder	31 2600	Op.	P 32x6	DP32x6	Her WXB	6-3½x4½	33.7	66-2200	Zen.	V.	D-R	D-R	D-B-L	B-L 35	Spi.	Tim 56000H	2F	Tim 14703H		
Atterbury	R 3700	173	P 34x7	DP34x7	Con 18R	6-4x4½	33.7	82-2400	Zen.	V.	D-R	A-L	D-B-L	B-L	Spi.	Tim 55001H	WF	Tim 14703H		
Atterbury	60	190	B 9.00/20	DB9.00/20	Lyc ASD	6-3½x4½	33.8	85-2500	Zen.	M.	A-L	A-L	D-B-L	Cov W4C	Spi. 400	Tim 58200H	B	Tim 33010H		
Atterbury	65	209	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	33.8	81-2500	Zen.	V.	A-L	A-L	D-B-L	B-L 514	Spi. 500	Tim 65200H	W	Tim 35000H		
Autocar	H 4100	114	P 34x7	DP34x7	Own	4-4½x5½	32.4	45-1450	Str.	G.	A-Bo	L-N	dp.Lon	Own T	Spi.	Own H	2F	Own J		
Autocar 2½-3T	SH 4300	114	P 34x7	DP34x7	Own	6-4½x4½	43.4	92-2400	Str.	G.	D-R	L-N	dp.Lon	Own T	Spi.	Own H	2F	Own J		
Autocar 2½-3T	SCH 4300	157	P 34x7	DP34x7	Own	6-4½x4½	43.4	92-2400	Str.	V.	D-R	L-N	dp.Lon	Own T	Spi.	Own H	2F	Own J		
Available	T-39, T-40V	Op.	P 36x8	DP36x8	Wau SRL	6-4½x5½	45.9	88-2200	Zen.	V.	D-R	D-R	D-B-L	B-L 51	Blo.	Tim 65720	WF	Shu 5572		
Available	T-34, T-44V	Op.	P 36x8	DP36x8	Wau SRL	6-4½x5½	45.9	88-2200	Zen.	V.	D-R	D-R	D-B-L	B-L 60	Blo.	Tim 65720	WF	Shu 5572		
Brockway-Indiana	175	170	P 34x7	DP34x7	Con.	6-4½x4½	45.9	100-2400	Zen.	M.	A-L	A-L	P-B&B	B-L	Spi. 3	Tim	WF	Shu		
Brockway-Indiana	190	168	P 34x7	DP34x7	Con.	6-4½x4½	45.9	89-2400	Str.	M.	A-L	A-L	D-B-L	B-L	Spi. 2	Tim	WF	Shu		
Brockway-Indiana	195	170	P 34x7	DP34x7	Con.	6-4½x4½	45.9	89-2400	Str.	M.	A-L	A-L	D-B-L	B-L	Spi. 3	Tim	WF	Shu		
Chicago	1-30-A	160	B 9.00/20	DB9.00/20	Wau 6ML	6-4x4½	38.4	77-2200	Zen.	V.	Spl	D-R	D-B-L	B-L 51	Spi. 3	Tim 65720Dh	WF	Tim 15733H		
Clinton	65	184	S 34x5	DS34x5	Bud ETU	4-4½x5½	28.9	49-1900	Zen.	V.	Spl	D-R	D-B-L	B-L 55	Blo. 4	Tim 65706HP	WF	Tim 15302		
Coleman	JX-6 4200	154	P 34x7	DP34x7	Bud DW 6	6-3½x5	33.7	72-2600	Str.	V.	D-R	D-R	D-Ful	Ful RU 16	Spi. 5	Tim 65706H	WF	Tim 15300H		
Concord	18W6	178	P 36x8	DP36x8	Con 18R	6-4x4½	33.7	82-2400	Zen.	V.	A-L	A-L	D-B-L	B-L 55	Blo.	Tim 65706H	WF	Tim 15733H		
Corbitt 3-4 T	18W6	178	P 36x8	DP36x8	Con 18R	6-4x4½	33.7	82-2400	Zen.	V.	A-L	A-L	D-B-L	B-L 51	Spi. 3	Tim 65200H	WF	Tim 15733H		
Day-Elder	160 3695	156	B 7.50/20	DB9.00/20	Her WXC3	6-4½x4½	43.3	84-2200	Zen.	V.	A-L	A-L	D-Cov	Cov	Spi. 3	Tim-Wis	2F	Shu 5582B		
Diamond T	504 2925	167	B 8.25/20	DB8.25/20	Her YXC	6-4½x4½	43.3	84-2200	Zen.	G.	A-L	A-L	D-Cov	Cov	Spi. 3	Tim 65706H	WF	Shu 5582B		
Diamond T	602 3440	169	P 36x8	DP36x8	Her YXC	6-4½x4½	43.3	84-2200	Zen.	G.	A-L	A-L	D-Cov	Cov	Spi. 3	Tim 65706H	WF	Shu 5582B		
Diamond T	606 3500	176	P 36x8	DP36x8	Own	6-3½x5	31.5	96-3000	Zen.	M.	D-R	D-R	P-B&B	Own	Cle. 3	Own	SF	Own		
Dodge Bros.	F-60 2645	146	P 32x6	DP32x6	Own	6-3½x5	31.5	96-3000	Zen.	M.	D-R	D-R	P-B&B	Own	Cle. 3	Own	SF	Own		
Dodge Bros.	F-61 2575	170	P 32x6	DP32x6	Own	6-3½x5	31.5	96-3000	Zen.	M.	D-R	D-R	P-B&B	Own	Cle. 3	Own	SF	Own		
Dodge Bros.	F-62 2695	195	P 32x6	DP32x6	Own	6-3½x5	31.5	96-3000	Zen.	M.	D-R	D-R	P-B&B	Own	Cle. 3	Own	SF	Own		
Dodge Bros.	F-62 2695	165	P 32x6	DP34x7	Own	6-3½x4½	27.3	78	Zen.	V.	P.	P.	P.	P.	Cle. 3	Own	S2	Own		
Douglas	D4 4010	186	S 36x5	S 36x10	Bud YBU-I	4-4½x6	32.4	50-1400	Zen.	E.	L-N	L-N	D-Ful	Ful RU 16	Blo. 4	Wis 892A	2F	Shu 5550		
Douglas	D6 4430	186	P 36x8	DP38x7	Bud BUS	6-4x5½	33.8	78-2300	Zen.	E.	L-N	L-N	D-Ful	Ful RU 16	Blo. 4	Wis 892A	2F	Shu 5550		
Douglas	D6 5500	216	P 38x7	DP40x8	Bud BA6	6-4½x5½	40.8	83-2100	Zen.	E.	L-N	L-N	D-Ful	Ful HOG	Blo. 4	Wis 1418	2F	Shu 615		
Duplex	FAC 4250	166	S 34x5	S 36x8	Bud EBU-I	6-4½x5½	28.9	57-2100	Zen.	V.	Eis	A-L	D-B-L	B-L 51	Cle.	Tim 65706	WF	Shu 5550		
Duplex	SAC 4750	166	S 34x5	S 36x8	Bud BA 6	6-4½x5½	40.8	78-2250	Zen.	V.	A-L	A-L	D-B-L	B-L 55	Cle.	Tim 65706	WF	Shu 5550		
Fageol	340 4750	182	P																	

TRUCK CHASSIS—Continued



MAKE, MODEL AND CAPACITY	Chassis Price	Standard W.B.	TIRE SIZE		ENGINE	FUEL SYSTEM	Electrical System		Clutch, Type and Make	Gearset, Make and Model	Universal, Make and Number	REAR AXLE							
			Front	Rear			Make and Model	Number of Cylinders, Bore and Stroke				N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Make and Model	Final Drive and Type	Front Axle, Make and Model
3 Ton—Cont'd																			
Kleiber.....	654000	190	P 34x7	DP34x7	Con 18R.....	6-4x4 1/2	38.4	82-2400	Str.....	G.....	R-Bo	A-Bo	D.B-L.....	B-L 55.....	Spi.....	Tim 65001H	WF	Tim 15733H	
Kleiber.....	583500	190	P 34x7	DP34x7	Con.....	6-4x4 1/2	38.4	74-2400	Str.....	V.....	D-R	D-R	D.B-L.....	B-L 51.....	Spi.....	Tim 58000H	BF	Tim 14703H	
La France Republic.....	F2	174	P 32x6	DP32x6	Lyc TF.....	6-3x5 1/2	31.2	83-2800	Zen.....	V.....	A-L	A-L	D.Ful.....	Ful MGU14	Spi 3.....	Tim 56200H	SF	Tim 14706H	
Lange.....	H 5150	151	P 36x8	DP36x8	Her YXC.....	6-4x5 1/2	45.9	94-2200	Str.....	M.....	A-L	A-L	D.B-L.....	B-L 55.....	Spi 6.....	Wis 1418	2F	Tim 15300	
Lange.....	M 5200	140	P 38x7	DP38x7	Her YXC.....	6-4x5 1/2	45.9	94-2200	Str.....	M.....	A-L	A-L	D.B-L.....	B-L 60 Max	Spi 6.....	Wis 1402	2F	Tim 16310	
Larrabee.....	553740	155	B 8.25/20	DB8.25/20	Con 18R.....	6-4x4 1/2	38.4	82-2400	Zen.....	G.....	D-R	D-R	D.B-L.....	B-L 35.....	Spi.....	Tim 65200H	WF	Tim 15733H	
LeMoon.....	HB30	3950	169	P 36x8	DP36x8	Wau 6SRL.....	6-4x5 1/2	45.9	98-2000	Str.....	G.....	A-L	A-L	D.B-L.....	B-L 51-4.....	Spi 3.....	Tim 65706HP	WF	Tim 15733H
Maccar.....	563500	153	P 34x7	DP34x7	Bud DW6.....	6-3x5 1/2	33.7	73-2100	Str.....	V.....	D-R	D-R	D.B-L.....	B-L 51.....	Spi.....	Wis 6787L	2F	Tim 15733H	
Mack AB 2 1/2-3 Ton.....	3500	147	S 36x4	S 36x8	Own AB.....	4-4x5 1/2	28.9	60-2200	Str.....	V.....	R-Bo	Own	Own AB.....	Own AB.....	Spi 2.....	Own AB.....	CD	Own AB.....	
Mack AB 2 1/2-3 Ton.....	3950	147	S 36x4	S 36x8	Own AB.....	4-4x5 1/2	28.9	60-2200	Str.....	V.....	R-Bo	Own	Own AB.....	Own AB.....	Spi 4.....	Own AB.....	2F	Own AB.....	
Mack AB 2 1/2-3 Ton.....	4300	147	P 34x7	DP34x7	Own BG.....	6-3x5 1/2	31.5	75-2600	Str.....	V.....	N-E	N-E	D.Own.....	Own BG.....	Spi 2.....	Own AB.....	CD	Own AB.....	
Mack AB 2 1/2-3 Ton.....	4750	147	P 34x7	DP34x7	Own BG.....	6-3x5 1/2	31.5	75-2600	Str.....	V.....	N-E	N-E	D.Own.....	Own BG.....	Spi 4.....	Own AB.....	2F	Own AB.....	
Moreland.....	872520	184	P 32x6	DP32x6	Her WXB.....	6-3x4 1/2	33.7	67-2400	Zen.....	M.....	A-L	A-L	P.B-L.....	B-L 35.....	Cle.....	Tim 64800H	WF	Tim 14703H	
Noble.....	156C3350	176	P 34x7	DP34x7	Con 18R.....	6-4x4 1/2	38.4	82-2400	Str.....	V.....	A-L	A-L	D.Ful.....	Ful MGU.....	Blo.....	Tim 58200H	BF	Tim 15733H	
Omort.....	300	130	P 34x7	DP34x7	Her OXC.....	4-4x5 1/2	28.9	56-2000	Zen.....	V.....	A-L	A-L	D.Ful.....	Ful GOG.....	Blo 4.....	Wis 8817	2F	Shu 5510	
Omort.....	3005	130	P 34x7	DP34x7	Her WXB.....	6-3x4 1/2	33.7	66-2400	Zen.....	V.....	A-L	A-L	D.Ful.....	Ful GOG.....	Blo 4.....	Wis 8817	2F	Shu 5510	
Omort.....	30	134	P 34x7	DP34x7	Her WXB.....	6-3x4 1/2	33.7	66-2400	Zen.....	M.....	A-L	A-L	D.Ful.....	Ful MGOG.....	Blo 4.....	Wis 8817-L	2F	Shu 5532	
Pierce-Arrow.....	XB 3750	150	S 36x5	DS36x5	Own XB.....	4-4x5 1/2	25.6	60-2200	Str.....	P.....	D-R	D-R	D.Own.....	Own XB.....	Spi.....	Own XB.....	W/L	Own XB.....	
Relay.....	564130	161	P 36x6	DP40x8	Bud DW6.....	6-3x5 1/2	33.7	73-2200	Zen.....	V.....	A-L	A-L	D.B-L.....	B-L 51.....	Blo.....	Own 60.....	2R	Tim 14704H	
Relay.....	60DB	4595	175	P 36x6	Bud BA6.....	6-4x5 1/2	40.8	83-2000	Zen.....	V.....	A-L	A-L	D.Ful.....	Ful VU.....	Blo.....	Own 60.....	2R	Tim 15733H	
Relay.....	805330	175	P 36x6	S 40x10	Bud BA6.....	6-4x5 1/2	40.8	83-2000	Zen.....	V.....	A-L	A-L	P.B&B.....	Cov SHO.....	Blo.....	Own 74.....	2R	Tim 16302	
Reo.....	GA 2035	163	P 32x6	DP32x6	Own.....	6-3x5 1/2	27.3	70-3000	Sch.....	V.....	D-R	D-R	D.B-L.....	Own.....	Cle.....	Own.....	SF	Own.....	
Reo.....	GC 2140	179	P 32x6	DP32x6	Own.....	6-3x5 1/2	27.3	70-3000	Sch.....	V.....	D-R	D-R	D.B-L.....	Own.....	Cle.....	Own.....	SF	Own.....	
Reo.....	GD 2085	144	P 32x6	DP32x6	Own.....	6-3x5 1/2	27.3	70-3000	Sch.....	V.....	D-R	D-R	D.B-L.....	Own.....	Cle.....	Own.....	SF	Own.....	
Reo.....	GS 2375	210	P 32x6	DP32x6	Own.....	6-3x5 1/2	27.3	70-3000	Sch.....	V.....	D-R	D-R	D.B-L.....	Own.....	Cle.....	Own.....	SF	Own.....	
Schacht DeLuxe.....	25	160	B 8.25/20	DB8.25/20	Her WXB.....	6-3x4 1/2	33.7	66-2200	Zen.....	V.....	A-L	A-L	D.B-L.....	B-L 35.....	Spi.....	Tim 56000H	BF	Tim 14703H	
Selden.....	47CB	151	P 34x7	DP34x7	Con 18R.....	6-4x4 1/2	38.4	85-2400	Str.....	V.....	D-R	D-R	D.B-L.....	B-L.....	Blo.....	Tim.....	SF	Tim.....	
Stewart.....	33X 3290	165	P 34x7	DP34x7	Lyc TS.....	6-3x5 1/2	36.2	90-2750	Str.....	V.....	D-R	D-R	D.Ful.....	Ful.....	Spi 3.....	Tim.....	WF	Sal.....	
Stewart.....	35X 2590	165	B 8.25/20	DB8.25/20	Lyc ASD.....	6-3x4 1/2	33.8	85.....	Str.....	M.....	D-R	D-R	Ful.....	Ful.....	Spi 4.....	Cla.....	SF	Tim.....	
Ward La France.....	25R	193	B 7.50/20	DB7.50/20	Wau 6ML.....	6-4x4 1/2	38.4	77-2200	Str.....	P.....	D-R	D-R	P.B-L.....	B-L 314.....	Cle.....	Tim 14703H	SF	Tim.....	
Ward La France.....	25B	194	B 7.50/20	DB7.50/20	Own.....	8-3x5 1/2	36.4	100-2400	Str.....	P.....	D-R	D-R	P.B-L.....	B-L 314.....	Cle.....	Tim 14703H	SF	Tim.....	
White.....	584400	180	S 36x5	DS36x5	Own GRB.....	4-4x5 1/2	28.9	54-1600	Zen.....	V.....	Eis	Own	Own 4B.....	Own 4B.....	Spi 3.....	Own 2CI	2F	Own 2DI	
Witt-Will.....	R3B 3400	159	P 34x7	DP34x7	Con 18R.....	6-4x4 1/2	38.4	82-2400	Zen.....	M.....	D-R	D-R	D.B-L.....	B-L 51.....	Spi.....	Tim 58000H	BF	Tim 15733H	
Witt-Will.....	R3	159	P 34x7	DP34x7	Con 18R.....	6-4x4 1/2	38.4	82-2400	Zen.....	M.....	D-R	D-R	D.B-L.....	B-L 51.....	Spi.....	Tim 65001H	WF	Tim 15733H	
3 1/2 Ton																			
Acme.....	45D 3740	125	B 7.50/20	B 10.50/20	Her OXC.....	4-4x5 1/2	28.9	55-2000	Zen.....	G.....	Eis	A-L	D.B-L.....	B-L 51.....	Blo.....	Wis 8817B	2F	Shu 510	
Amer. La France.....	W	Op.....	S 36x5	S 36x10	Own 2R.....	4-4x5 1/2	28.9	42-1400	Zen.....	V.....	A-Bo	Own	D.Own.....	Own 2R.....	Own.....	Own 2R.....	2F	Own 2R.....	
Amer. La France.....	W2R 4950	Op.....	S 36x5	Op.....	Own.....	4-4x5 1/2	36.1	.....	Zen.....	V.....	A-Bo	Own	D.Own.....	Own 2R.....	Own.....	Own 2R.....	2F	Own 2R.....
Amer. La France Chief.....	70	Op.....	P 36x8	DP36x8	Own.....	6-4x5 1/2	40.8	87-2400	Zen.....	V.....	D-R	D-R	P.B&B.....	Own.....	Spi.....	Tim 65706BY	WF	Tim 15733BY	
Atterbury.....	H 5150	222	B 9.75/20	DB9.75/20	Con 20R.....	6-4x5 1/2	40.8	87-2400	Zen.....	V.....	A-L	A-L	D.B-L.....	B-L 51-5.....	Spi 500.....	Tim 65720H	W	Tim 33000H	
Autocar.....	HS 4600	114	P 40x8	DP40x8	Own.....	4-4x5 1/2	32.4	45-1450	Str.....	G.....	A-Bo	L-N	dp.Lon.....	Own T.....	Spi.....	Own C.....	2F	Own J.....	
Autocar 3-3 1/2 T.....	SHS 4800	114	P 40x8	DP40x8	Own.....	6-4x5 1/2	43.4	92-2400	Str.....	G.....	D-R	L-N	dp.Lon.....	Own T.....	Spi.....	Own C.....	2F	Own J.....	
Autocar 3-3 1/2 T.....	TEA 5350	192	P 36x8	DP36x8	Own.....	6-4x5 1/2	43.4	92-2400	Str.....	V.....	D-R	L-N	dp.Lon.....	Own T.....	Spi.....	Own TE.....	2F	Tim 26450	
Brockway-Indiana.....	195	170	P 36x8	DP36x8	Con.....	6-4x5 1/2	40.8	85-2400	Zen.....	M.....	A-L	A-L	D.B-L.....	B-L.....	Spi 3.....	Wis.....	2F	Shu.....	
Clinton.....	85-6400	190	P 34x7	DP34x7	Bud BUS.....	6-4x5 1/2	38.4	74-2400	Str.....	V.....	SpL	D-R	D-B-L.....	B-L 55.....	Blo 4.....	Tim 65706HP	WF	Tim 15302	
Coleman D-40X 3 1/2-5T.....	31-5T	130	P 40x8	P 40x8	Bud BA6.....	6-4x5 1/2	40.8	85-2400	Zen.....	V.....	D-R	D-R	D.Ful.....	Ful RU 16.....	Spi.....	Wis.....	2F	Wis.....	
Concord.....	JLX-6 4500	202	P 34x7	DP34x7	Bud BA6.....	6-4x5 1/2	40.8	85-2000	Zen.....	V.....	A-L	A-L	D.B-L.....	B-L 51.....	Blo.....	Tim 65706D	WF	Tim 15300	
Diamond T.....	700 3740	172	S 36x5	S 36x10	Her YXC.....	6-4x5 1/2	45.9	94-2200	Zen.....	G.....	A-L	A-L	D.Cov.....	Cov.....	Spi 4.....	Tim 66700DH	WF	Tim 16300	
Duplex.....	EF	130	S 36x8	S 36x8	Bud EBU-I.....	4-4x5 1/2	28.9	57-2100	Zen.....	V.....	Eis	A-L	D.B-L.....	B-L.....	Pet.....	Own.....	I	Own.....	
Federal.....	U6-3 1/2 3860	165	P 34x7	DP34x7	Con 18R.....	6-4x4 1/2	38.4	85-2200	Str.....	M.....	D-R	D-R	P.B&B.....	B-L 55.....	P-S 4.....	Tim 65706HP	WF	Own.....	
Fisher-Standard Sup. 6.....	6	157	P 34x7	DP34x7	Con 18R.....	6-4x4 1/2	38.4	81-2400	Zen.....	V.....	D-R	D-R	D.B-L.....	B-L 55.....	Blo 4.....	Tim 58200H	SF	Tim 15733H	
Fisher-Standard Sup. 6.....	6	157	P 34x7	DP34x7	Con 18R.....	6-4x4 1/2	38.4	81-2400	Zen.....	V.....	D-R	D-R	D.B-L.....	B-L 55.....	Blo 4.....	Tim 65720H	WF	Tim 15733H	
Fisher-Standard Sup. 6.....	6	157	P 36x8	DP36x8	Con 18R.....	6-4x5 1/2	45.9	102-2400	Zen.....	V.....	D-R	D-R	D.B-L.....	B-L 55.....	Blo 4.....	Tim 58200H	SF	Tim 15733H	
Fisher-Standard Sup. 6.....	6	157	P 36x8	DP36x8	Con 18R.....	6-4x5 1/2	45.9	102-2400	Zen.....	V.....	D-R	D-R	D.B-L.....	B-L 55.....	Blo 4.....	Tim 65720H	WF	Tim 15733H	
Freeman BASP. 3 1/2-4 T.....	5500	144	P 38x9	DP38x9	Bud BA6.....	6-4x5 1/2	40.8	78-2250	Str.....	E.....	R-Bo	R-Bo	D.Ful.....	Ful HU 16.....	BC.....	Own.....	I	Own.....	
F. W. D.....	CU-6 5120	148	P 38x9	P 38x9	Wau SRS.....	6-4x5 1/2	40.8	82-2300	Zen.....	V.....	Eis	NE	O.H.S.....	Own.....	Own U.....	Own U.....	BF	Own U.....	
*Garford.....	80 5250	175	S 36x6	S 36x12	Bud BA6.....	6-4x5 1/2	40.8	85-2400	Zen.....	V.....	A-L	A-L	P.B&B.....	B-L 60 Max	Blo.....	Tim 66700DP	WF	Tim 16302	
(X) Gen. Mot. T60. 3 1/2-6.....	3035	154	P 34x7	DP34x7	Buick.....	6-3x5 1/2	33.7	94-2500	Mar.....	M.....	D-R	D-R	D.Own.....	Mun.....	Spi.....	Tim 65706	WF	Eat 527F	
Gramm-Bernstein.....	A 162	130	P 36x8	DP36x8	Con 18R.....	6-4x4 1/2	38.4	82-2400	Zen.....	V.....	A-L	A-L	D.B-L.....	B-L 55 Max	Blo.....	Tim 65706H	WF	Tim 15733H	
Hug.....	87	120	P 38x7	DP38x7	Bud DW6.....	6-3x5 1/2	33.7	70-2100	Zen.....	V.....	R-Bo	D-R	D.B-L.....	B-L 51.....	Blo 3.....				



AMERICAN GASOLINE

MAKE, MODEL AND CAPACITY	Chassis Price	TIRE SIZE		ENGINE				FUEL SYSTEM		Electrical System		Clutch, Type and Make	Gearset, Make and Model	Universal, Make and Number	REAR AXLE		Front Axle, Make and Model	
		Standard W.B.	Front	Rear	Make and Model	Number of Cylinders, Bore and Stroke	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor Make	Fuel Feed	Ignition System Make				Generator, Starter Make	Make and Model		Final Drive and Type
4 Ton—Cont'd																		
Fageol.....	445	5650	183 P 36x6	DP36x6	Wau DU.....	4-4 1/2x6 1/2	32.4	54-1500	Zen. V.	D-R	D-R	D.B-L.	B-L 55&60.	Spi 4.	Tim 66700.	WF	Tim 16000.	
Fageol.....	485	6400	184 P 36x6	DP36x6	Wau AB.....	4-4 1/2x6 1/2	48.6	100-2000	Zen. V.	D-R	D-R	D.B-L.	B-L 55&60.	Spi 4.	Tim 66700.	WF	Tim 16000.	
Fageol.....	470	5750	183 P 36x6	DP36x6	Wau SRL.....	4-4 1/2x6 1/2	45.9	89-2200	Zen. V.	D-R	D-R	D.B-L.	B-L 55&60.	Spi 4.	Tim 66700.	WF	Tim 16000.	
Fisher-Stand. Super 6	156	P 34x7	DP34x7	Con 18R.	Con 18R.	6-4x4 1/2	38.4	81-2400	Zen. V.	D-R	D-R	D.B-L.	B-L 55.	Blo 4.	Tim 58200H	SF.	Tim 15733H.	
Fisher-Stand. Super 3 1/2	156	P 34x7	DP34x7	Con 18R.	Con 18R.	6-4x4 1/2	38.4	81-2400	Zen. V.	D-R	D-R	D.B-L.	B-L 55.	Blo 4.	Tim 65720H	WF.	Tim 15733H.	
Fisher-Stand. Super 6	156	P 36x8	DP36x8	Con 21R.	Con 21R.	6-4x4 1/2	45.9	102-2400	Zen. V.	D-R	D-R	D.B-L.	B-L 55.	Blo 4.	Tim 58200H	SF.	Tim 15733H.	
Fisher-Stand. Super 3 1/2	156	P 36x8	DP36x8	Con 21R.	Con 21R.	6-4x4 1/2	45.9	102-2400	Zen. V.	D-R	D-R	D.B-L.	B-L 55.	Blo 4.	Tim 65720H	WF.	Tim 15733H.	
Freeman. BA-144	5800	144 P 36x8	DP36x8	Bud BA6.	Bud BA6.	6-4x4 1/2	40.8	83-2000	Str. V.	E. R-Bo	R-Bo	D.Ful.	Ful HU 16.	Own	Own	Own	Own	
FWD. SSU	5220	148 P 38x9	P 38x9	Wau SRL.	Wau SRL.	6-4x4 1/2	45.9	102-2200	Zen. V.	Eis.	N-E.	O.H.S.	Own	Blo	Own	BF.	Own	
*Garford.	80	5330	175 S 36x6	S 36x14	Bud BA 6.	6-4x4 1/2	40.8	83-2000	Zen. V.	A-L	A-L	D.Own.	B-I 60 Max	Blo	Tim 66700DP	WF	Tim 16302.	
(X) Gen. M. T42 2 1/2-4 T	1975	141 P 34x7	DP34x7	Buick.	Buick.	6-3 1/2x4 1/2	28.3	76-2500	Mar. M.	D-R	D-R	D.Own.	Mun.	Spi.	Eat 1717	S 1/2	Eat 433F.	
(X) Gen. Mot T82-4-7 T	3795	155 B 9.00/20	DB9.00/20	Own 331.	Own 331.	6-3 1/2x4 1/2	33.7	94-2500	Mar. M.	D-R	D-R	D.Own.	Mun.	Pet.	Tim 66704.	WF	Eat 527F.	
Gramm. GW	5175	153 B 9.00/20	DB9.00/20	Con 21R.	Con 21R.	6-4x4 1/2	45.9	100-2200	Zen. M.	A-L	A-L	D.Jon.	Cov Rus.	Blo	Wis 12527K.	2F.	Tim.	
Gramm. 45	4345	210 B 8.25/20	DB8.25/20	Con 21R.	Con 21R.	6-4x4 1/2	45.9	100-2200	Zen. M.	A-L	A-L	D.Ful.	Ful MG 14.	Blo 3.	Wis 69317.	2F.	Eat 423.	
Gramm. 45	153	S 36x5	S 36x12	Lye TS.	Lye TS.	6-3 1/2x5	36.2	85-2200	Zen. M.	A-L	A-L	D.Ful.	Ful H.	Blo	Wis 1450.	2F.	Wis 30.	
Gramm. 48	153	S 36x5	S 36x12	Lye TS.	Lye TS.	6-3 1/2x5	36.2	85-2200	Zen. M.	A-L	A-L	D.Ful.	Ful MGU.	Blo 3.	Wis 1250.	2F.	Shu 5550B.	
Hahn. 47HD	151	P 36x8	DP36x8	Con 18R.	Con 18R.	6-4x4 1/2	38.4	82-2400	Zen. V.	A-L	A-L	D.B-L.	B-L 51.	Blo	Wis 1237H.	2F.	Tim 15733H.	
Indiana 220. 3 1/2 & 4 T	170	P 40x8	DP40x8	Con.	Con.	6-4x4 1/2	51.2	100-2400	Zen. M.	A-L	A-L	D.B-L.	B-L.	Spi 3.	Wis.	2F.	Shu.	
Kenworth. 240	5450	170 P 36x8	DP36x8	Her YXC3.	Her YXC3.	6-4x4 1/2	40.8	90-2000	Zen. V.	D-R	D-R	D.B-L.	B-L 55&60.	Spi 4.	Tim 66720.	WF	Tim 26450.	
Kleiber. 657	4500	202 P 36x8	DP36x8	Bud BA 6.	Bud BA 6.	6-4x4 1/2	40.0	90-2000	Str. V.	R-Bo	R-Bo	D.B-L.	B-L.	Spi.	Tim 65706H	WF	Tim 15733.	
La France-Republic M2	174	P 36x8	DP36x8	Wau SRL.	Wau SRL.	6-4x4 1/2	40.0	97-2000	Zen. V.	A-L	A-L	D.Ful.	Ful VUOG.	Spi 3.	Wis 1237H.	2F.	Tim 15733H.	
Lange. F16	5500	148 P 40x8	DP40x8	Her YXC.	Her YXC.	6-4x4 1/2	45.9	94-2200	Str. M.	A-L	A-L	D.B-L.	B-L 60 Max	Spi 6.	Wis 1552B.	2F.	Tim 16300.	
Larrabee. 75	5200	167 B 9.75/20	DB9.75/20	Con 20R.	Con 20R.	6-4x4 1/2	40.8	89-2400	Zen. G.	D-R	D-R	D.B-L.	B-L 55.	Spi 3.	Tim 65706 H	WF	Tim 16702H.	
Maccar. 66	4600	177 P 36x8	DP36x8	Bud BA6.	Bud BA6.	6-4x4 1/2	40.8	90-2400	Str. V.	D-R	D-R	D.B-L.	B-L 55.	Spi 3.	Tim 65702D	WF	Tim 15302.	
Maccar. 66A	2850	170 B 9.75/20	DB9.75/20	Her YXC3.	Her YXC3.	6-4x4 1/2	51.3	106-2400	Str. V.	D-R	D-R	D.B-L.	B-L.	Spi 4.	Tim 65720W.	F.	Tim 26450W.	
Mack. BC 3-4 Ton	5250	154 P 36x8	DP36x8	Own BC.	Own BC.	6-4x5 1/2	38.4	100-2300	Str. V.	N-E.	N-E.	P.Own.	Own BC.	Spi 4.	Own BC.	2F.	Own BC.	
Moreland. BD 7	3565	184 P 34x7	P 34x7	Her WXB.	Her WXB.	6-3 1/2x4 1/2	33.7	67-2400	Zen. M.	A-L	A-L	P.B-L.	B-L 35.	Cle.	Own	WF	Tim 14703.	
Noble. 166C	4500	180 P 34x7	DP34x7	Con 20R.	Con 20R.	6-4x4 1/2	40.8	88-2400	Str. V.	A-L	A-L	D.Ful.	Ful G.	Blo	Tim 65706HP	WF	Tim 15733H.	
Pierce-Arrow. WC	5100	162 S 36x5	DS36x5	Own WC.	Own WC.	4-4 1/2x5 1/2	32.4	85-2200	Str. P.	D-R	D-R	D.Own.	Own WC.	Spi.	Own WC.	W 1/2	Own WC.	
Relay. 80	5380	175 P 38x7	S 40x14	Bud BA 6.	Bud BA 6.	6-4x4 1/2	40.8	90-2400	Zen. V.	A-L	A-L	P.B&B.	Cov SHO.	Blo	Own 74.	2R.	Tim 16302.	
Schacht. De Luxe 30	174	B 9.00/20	DB9.00/20	Her WXC.	Her WXC.	6-4x4 1/2	38.4	73-2200	Zen. P.	A-L	A-L	D.Ful.	Ful MGU.	Spi 3.	Wis 8837AL.	2F.	Shu 5572.	
Selden. 47 CD	151	P 36x8	DP36x8	Con 18R.	Con 18R.	6-4x4 1/2	38.4	82-2400	Str. V.	D-R	D-R	D.B-L.	B-L 51.	Spi.	Wis 1237H.	2F.	Tim.	
Ward La France. 35R	Op.	B 9.00/20	DB9.00/20	Wau SRL.	Wau SRL.	6-4x4 1/2	45.9	97-2000	Str. P.	D-R	D-R	P.B-L.	B-L.	Spi.	Tim 65720H	WF	Tim 15733H.	
Ward La France. 4E6	Op.	B 9.00/20	DB9.00/20	Wau SRL.	Wau SRL.	6-4x4 1/2	45.9	97-2000	Str. P.	D-R	D-R	P.B-L.	B-L.	Spi.	Tim 65706D	WF	Shu 5550.	
Witt-Will. R4	4400	159 P 36x8	DP36x8	Con 20R.	Con 20R.	6-4x4 1/2	40.8	88-2200	Zen. E.	D-R	D-R	D.B-L.	B-L 55.	Spi.	Tim 65706H	WF	Tim 15733H.	
Witt-Will. R4X	4600	159 P 36x8	DP36x8	Con 21R.	Con 21R.	6-4x4 1/2	45.9	100-2600	Zen. E.	D-R	D-R	D.B-L.	B-L 55.	Spi.	Tim 65706H	WF	Tim 15733H.	
4 1/2 Ton																		
(X) Gen. Mot. T44 3-4 1/2	2095	141 P 34x7	DP34x7	Buick.	Buick.	6-3 1/2x4 1/2	28.3	76-2500	Mar. M.	D-R	D-R	D.Own.	Mun.	Spi.	Eat T44DR.	2 1/2	Eat 433F.	
Larrabee. 85	5500	168 B 9.75/20	DB9.75/20	Con 21R.	Con 21R.	6-4x4 1/2	45.9	97-2400	Zen. G.	D-R	D-R	D.B-L.	B-L 55.	Spi.	Tim 66702DH	WF	Tim 16702H.	
Ster. DW18-64, 4 1/2-5 1/2	166	S 36x5	S 36x10	Wau 6KS.	Wau 6KS.	6-4x4 1/2	38.4	71-2000	Zen. V.	L-N.	L-N.	D.B-L.	B-L 55.	Spi.	Tim 65704.	WF	Tim 15300.	
Ster. DC19-64, 4 1/2-5 1/2	163	S 36x5	S 36x10	Wau 6KX.	Wau 6KX.	6-3 1/2x4 1/2	33.7	61-2000	Zen. V.	L-N.	L-N.	D.B-L.	B-L 51.	Har.	Own	CD	Tim 15300.	
Ward La France. 45D	Op.	P 36x8	DP36x8	Wau SRL.	Wau SRL.	6-4x4 1/2	45.9	97-2000	Str. P.	D-R	D-R	P.B-L.	B-L.	Spi.	Tim.	WF	Shu 615.	
5 Ton																		
Acme. 90L	4675	192 S 36x5	S 40x12	Con B7.	Con B7.	4-5x6	40.0	62-1500	Str. V.	Non.	Non.	D.B-L.	B-L 60-7.	Blo	Tim 66700.	WF	Tim 16300.	
Amer. La France V-5R	5500	190 B 9.75/20	DB9.75/20	Own 5R.	Own 5R.	4-4x6	38.1	50-1200	Zen. V.	A-Bo	A-Bo	D.Own.	Own 5R.	Own	Own 5R.	WF	Own 5R.	
Am. La Fra. Chieftain	160	B 9.75/20	DB9.75/20	Own	Own	6-4x4 1/2	40.8	75-1800	Zen. V.	D-R	D-R	P.B&B.	Own	Spi.	Tim 66704BY	WF	Tim 15733B.	
Am. La Fra. Big Ch. 16	6725	226 P 40x8	DP40x8	Own	Own	6-4x6	48.6	115-1600	Zen. V.	D-R	D-R	P.B-L.	Own	Own	Own 16R.	2F.	Own 16R.	
Armleder. 61	3500	Op. P 36x8	DP36x8	Her WXC2.	Her WXC2.	6-4x4 1/2	40.8	80-2200	Zen. V.	A-L	A-L	D.Ful.	Ful MGU.	Spi.	Tim 65706H	WF	Shu 5572.	
Atterbury. 100	223	B 10.50/20	DB10.50/20	Con 21R.	Con 21R.	6-4x4 1/2	45.9	101-2400	Zen. V.	A-L	A-L	D.B-L.	B-L 55-7.	Spi.	Tim 66702DH	WF	Tim 26450H.	
Autocar 3 1/2 & 5T	C 5500	172 P 42x9	DP42x9	Own	Own	6-4x4 1/2	48.6	101-2400	Str. V.	D-R	D-R	dp.Lon.	Own B.	Spi.	Own C.	2F.	Own CL.	
Autocar. TFA	6100	192 P 38x9	DP38x9	Own	Own	6-4x4 1/2	48.6	101-2400	Str. V.	D-R	L-N.	dp.Lon.	Own T.	Spi.	Own TF.	2F.	Tim 26450.	
Available. T-50	182	B 9.75/20	DB9.75/20	Wau 6RB.	Wau 6RB.	6-5x5 1/2	60.0	125-2000	Str. V.	D-R	D-R	D.B-L.	B-L 70.	Blo	Tim 66704W.	WF	Shu 638.	
Brockway-Indiana. 250	182	P 40x8	DP40x8	Con	Con	6-4x4 1/2	45.9	100-2400	Str. M.	A-L	A-L	D.B-L.	B-L.	Spi 3.	Tim.	WF	Shu.	
Clinton. 120L	5500	204 S 36x6	DS40x7	Bud BTU.	Bud BTU.	4-5x6 1/2	40.0	61-1400	Zen. V.	Spl.	A-Bo	D.B-L.	B-L 60.	Blo	T 68702DHP	WF	Tim 17300.	
Coleman X-100 5-6 T	144	P 42x9	P 42x9	Bud BA6.	Bud BA6.	6-4x4 1/2	40.8	85-2400	Zen. V.	D-R	D-R	D.Ful.	Ful RU 16.	Spi	Wis 122.	2F.	Wis 122F.	
Coleman X-100F 5-7 1/2	144	P 42x9	P 42x9	Bud GL.	Bud GL.	6-4x6	48.6	120-2000	Zen. V.	D-R	D-R	D.Ful.	Ful HU 16.	Spi	Wis 122.	2F.	Wis 122F.	
Corbett. 24W6	195	P 38x9	DP38x9	Con 20R.	Con 20R.	6-4x4 1/2	40.8	100-2200	Zen. V.	D-R	D-R	D.B-L.	B-L 60.	Spi	Tim 66704DH	WF	Tim 26450H.	
Day Elder. 240	5500	162 P 36x8	DP36x8	Con 21R.	Con 21R.	6-4x4 1/2	45.9	100-2600	Zen. V.	D-R	D-R	D.B-L.	B-L 60.	Spi	Tim 66702H	WF	Tim 26450H.	
Diamond T. 1000	4420	171 S 36x6	S 40x12	Her YXC2.	Her YXC2.	4-5x6 1/2	48.6	98-2200	Zen. G.	A-L	A-L	D.Cov.	B-L.	Spi 4.	Tim 68700DH	WF	Tim 17300.	
Douglas. F4	5525	185 S 36x6	S 40x12	Bud BBU.	Bud BBU.	4-5x6 1/2	40.0	61-1400	Zen. E.	L-N.	L-N.	D.Ful.	Ful HU 18.	Blo 5.	Wis 1458.	2F.	Shu 615.	
Douglas. F6	6300	196 B 9.75/38	DB9.75/38	Bud GL6.	Bud GL6.	6-4x6	48.6	114-1900	Zen. E.	L-N.								

TRUCK CHASSIS—Continued



MAKE, MODEL AND CAPACITY	Chassis Price	Standard W.B.	TIRE SIZE		ENGINE		FUEL SYSTEM		Electrical System		Clutch, Type and Make	Gearset, Make and Model	Universal, Make and Number	REAR AXLE				
			Front	Rear	Make and Model	Number of Cylinders, Bore and Stroke	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor	Fuel Feed				Ignition System Make	Generator, Starter Make	Make and Model	Final Drive and Type	Front Axle, Make and Model
5 Ton—Cont'd																		
Stewart.....31X	4990	165	S 36x6	DS36x6	Wau 6SRL	6-4 1/2x5 1/2	45.9	100-2000	Str.	V.	D-R	D-R	D.Ful.	Ful	Spi 3.	Tim.	WF.	Sal.
Walter.....FHS	7600	Op.	B 9.75/24	DB9.75/24	Own 6	6-4 1/2x5 1/2	48.6	100-1800	Zen.	V.	R-Bo	D-R	Own	Own	Own	2D.	Own	
Ward La France.....50C		Op.	S 36x6	DP40x8	Wau SRL	6-4 1/2x5 1/2	45.9	97-2000	Str.	P.	D-R	D-R	P.B-L	B-L	Spi	Tim.	WF.	Tim.
Ward La France.....5B6		Op.	S 36x6	DS40x7	Wau AB.	6-4 1/2x5 1/2	48.6	100-1800	Str.	P.	R-Bo	D-R	P.B-L	B-L	Spi	Tim.	WF.	Tim.
White.....52	5100	174	S 36x6	S 40x12	Own GRB	4-4 1/2x5 1/2	28.9	54-1600	Zen.	V.	Eis.	P.Own	Own GRBA	Own	Spi 3.	Own 52.	2F.	Own 52.
White.....55	4765	174	S 36x6	DS40x6	Own GRB	4-4 1/2x5 1/2	28.9	56-1800	Zen.	V.	L-N	L-N	P.Own	Own 4B	Spi	Own	2F.	Own
White 64.....3 1/2 to 5 T	6300	180	P 36x8	DP36x8	Own IAB	6-4 1/2x5 1/2	45.9	96-1800	Zen.	E.	L-N	L-N	dp.Own	Own 7B	Spi 4.	Own 2 C	2F.	Own 9D
Witt-Will.....R5	5300	159	P 38x9	DP38x9	Con 20R	6-4 1/2x4 1/4	40.8	88-2400	Zen.	M.	D-R	D-R	D.B-L	B-L 55	Spi	Tim66704DH	WF.	Tim 16700H
5 1/2 Ton and More																		
Amer. La France Z6 1/2	5750	Op.	S 36x7	DS40x7	Own 5R	4-4 1/2x6	36.1	50-1200	Zen.	V.	A-Bo	ABol	D.Own	Own 5R	Own	Own 5R	WF.	Own 5R
Amer. La France U7 1/2	6000	Op.	S 36x7	DS40x8	Own 5R	4-4 1/2x6	36.1	50-1200	Zen.	V.	A-Bo	ABol	D.Own	Own 5R	Own	Own 5R	WF.	Own 5R
Am.-La F. Big Ch. 16R	6500	226	P 40x8	DP40x8	Own	6-4 1/2x6	48.6	50-1200	Zen.	V.	D-R	D-R	P.B-L	Own	Own	Own 16R	2F.	Own 16R
Autocar.....F 7 1/2	6800	173	S 36x7	DS40x8	Own	6-4 1/2x6	48.6	101-2400	Str.	V.	D-R	L-N	D.B-L	B-L 70	Spi	Tim 68720	WF.	Tim 27450
Brookway 290-7 1/2	7200	182	P 38x7	S 40x14	Con.	6-4 1/2x5 1/2	54.2	116-1800	Str.	E.	L-N	L-N	D.B-L	B-L	Spi 4.	Tim.	WF.	Shu.
Clinton 120SM-7	5600	172	S 36x6	S 40x14	Bud BTU	6-5x6 1/2	40.0	61-1400	Str.	V.	Spi	D-R	D.B-L	B-L 60	Blo	TY 68702Dhp	WF.	Tim 17300
Coleman F-200 7 1/2	5600	144	P 44x10	DP44x10	Sterling	6-5x6 1/2	66.1	177-2200	Sch.	P.	N-E	N-E	B-L	B-L 714	Spi	Wis HD	2D.	Wis HD
Corbett 5-7.....33W6		195	S 36x6	DS40x6	Con 21R	6-4 1/2x4 1/4	45.9	112-2400	Zen.	V.	D-R	D-R	D.B-L	B-L 60 Max	Spi	Tim 68700D	WF.	Tim 2745W
Federal.....X8 7 1/2	5085	162	S 36x6	S 40x14	Con B7	4-5x6	40.0	61-1350	Zen.	V.	A-Bo	D-R	P.B&B	B-L 60	P-S 4	Tim 68700DP	WF.	Own
Federal.....X8R 7 1/2	5810	162	P 40x8	DP40x8	Con 21R	6-4 1/2x4 1/4	45.9	100-2200	Zen.	M.	D-R	D-R	P.B&B	B-L 60	P-S 4	Tim 68703DP	WF.	Own
F.W.D. M7 7 1/2	8700	165	P 40x10	DP40x10	Wau RB	6-5x5 1/2	60.0	127-2000	Zen.	P.	N-E	N-E	D.B-L	B-L 714	Blo	Wis.	2F.	Wis.
Freeman.....GL 7 1/2	7200	156	P 38x9	DP38x9	Bud GL 6	6-4 1/2x6	48.6	114-2200	Str.	E.	R-Bo	R-Bo	D.Ful	Ful HU 16	BC	Own	IF	Own
Freeman.....GL 186	7400	186	P 38x9	DP38x9	Bud GL 6	6-4 1/2x6	48.6	114-2200	Str.	E.	R-Bo	R-Bo	D.Ful	Ful HU 16	BC	Own	IF	Own
Freeman BAS-156 6-T	6650	156	P 38x9	DP38x9	Bud BA6	6-4 1/2x6 1/2	40.8	83-2000	Str.	E.	R-Bo	R-Bo	D.Ful	Ful HU 16	BC	Own	I	Own
Freeman BAS 186 5-T	6750	186	P 38x9	DP38x9	Bud BA6	6-4 1/2x6 1/2	40.8	83-2000	Str.	E.	R-Bo	R-Bo	D.Ful	Ful HU 16	BC	Own	I	Own
*Garford.....100ZB	5830	175	S 36x6	S 40x14	Bud BA6	6-4 1/2x6 1/2	40.8	83-2000	Str.	E.	A-L	A-L	D.Own	B-L 60 Max	Blo	Tim 68700DP	WF.	Tim 16302
(X)Gen. Mot. T60 3 1/2	6230	154	B 9.00/20	DB9.75/20	Buick	6-3 1/2x5	33.7	94-2500	Mar.	M.	D-R	D-R	D.Own	Mun.	Spi	Tim 65706	WF.	Eat 527F
(X)Gen. Mot. T82 4-7	4055	155	B 9.75/20	DB10.50/20	Own 331	6-3 1/2x5	33.7	94-2500	Mar.	M.	D-R	D-R	D.Own	Mun.	Pet	Tim 66704	WF.	Eat 527F
Gramm.....60	4745	153	S 36x6	S 36x14	Lyc TS	6-3 1/2x5	36.1	85-2200	Zen.	M.	A-L	A-L	D.Ful	Ful H	Blo 4.	Wis 1700	2F.	Wis 30
Gramm.....60	4745	153	S 36x6	S 36x14	Her G.	4-4 1/2x5 1/2	36.1	63	Zen.	V.	A-L	A-L	D.Ful	Ful H	Blo 4.	Wis 1700	2F.	Wis 30
Hahn.....77 5-7 T		182	P 38x7	S 40x14	Con.	6-4 1/2x5 1/2	54.2	116-1800	Str.	E.	L-N	L-N	D.B-L	B-L	Spi 4.	Tim.	WF.	Shu.
Indiana 290 7 1/2	5200	174	P 38x9	DP38x9	Wau 6AB	6-4 1/2x5 1/2	48.6	98-1850	Str.	V.	A-Bo	A-Bo	D.Ful	Ful HU	Spi 3.	Wis 1567-H	2F.	Tim 26450H
LaFrance-Republic 35-2	6000	156	S 36x7	DS40x7	Own AC	4-5x6	40.0	77-1800	Str.	V.	R-Bo	R-Bo	P.Own	Own AC	Spi 2.	Own AC	CD	Own AC
Mack AC 5 1/2-7	7200	191	S 36x7	DS40x8	Own AP	6-5x6	60.0	150-2000	Str.	V.	R-Bo	N-E	P.Own	Own AP	Spi 2.	Own AP	CD	Own AC
Mack AP 7 1/2	9500	196	P 36x8	DP36x8	Her YXC	6-4 1/2x4 1/4	45.9	94-2200	Str.	M.	A-L	A-L	P.B-L	B-L 55	Cle	Tim 66704WP	WF.	Tim 16710H
Moreland.....H7	5200	169	P 36x8	DS40x8	Own RF	4-4 1/2x5 1/2	32.4		Str.	P.	D-R	D-R	D.Own	Own RF	Spi	Own RF	WF.	Own RF
Pierce-Arrow RF 7 1/2	5600	205	P 38x7	DS40x8	Own SRL	6-4 1/2x5 1/2	45.9	88-2000	Zen.	G.	L-N	L-N	D.B-L	B-L 60	Spi	Own	2F.	Own
Schacht.....60 6 T		160	S 36x5	S 36x12	Wau SRL	6-4 1/2x5 1/2	45.9	88-2000	Zen.	G.	L-N	L-N	D.B-L	B-L 60	Spi	Own	2F.	Own
Schacht.....65 6 T		168	S 36x7	DS40x8	Wau SRL	6-4 1/2x5 1/2	45.9	88-2000	Zen.	G.	A-Bo	No.	D.B-L	B-L 70	Spi	Own	WF.	Own
Schacht.....70 7 1/2 T		170	P 36x8	DS36x6	Con 16H	6-4 1/2x5 1/2	54.1		Str.	V.	D-R	D-R	D.B-L	B-L 60	Blo	Wis.	WF.	Shu.
Selden.....77		165	S 36x6	S 40x14	Con B5	4-4 1/2x6	38.4	71-2000	Zen.	V.	Eis.	ABol	D.B-L	B-L 60	Spi	TY 68700SP	WF.	Tim 17300
Standard.....5-7		174	S 36x5	S 40x10	Wau 6KS	6-4 1/2x4	38.4	71-2000	Zen.	V.	L-N	L-N	D.B-L	B-L 60	Spi	Tim 68700	WF.	Tim 16300
Ster. EW 23-64, 5 1/2-7		166	S 36x5	S 36x12	Wau 6KS	6-4 1/2x4	38.4	71-2000	Zen.	V.	L-N	L-N	D.B-L	B-L 60	Spi	Tim 66601D	WF.	Tim 16300
Ster. DC 23-64, 5 1/2-7		174	S 36x6	S 40x4	Wau 6SRL	6-4 1/2x5 1/2	46.0	88-2000	Zen.	V.	L-N	L-N	D.B-L	B-L 55	Spi	Own	CD	Tim 15300
Sterling DW20-64 5-6		174	S 36x6	S 40x4	Wau 6SRL	6-4 1/2x5 1/2	46.0	88-2000	Zen.	V.	L-N	L-N	D.B-L	B-L 55	Spi	Own	CD	Tim 16300
Sterling EW27-64 7-8 1/2		166	S 36x5	S 40x12	Wau 6SRL	6-4 1/2x5 1/2	46.0	88-2000	Zen.	V.	L-N	L-N	D.B-L	B-L 55	Spi	Own	CD	Tim 16300
Sterling DC26-64 7-8 1/2		174	S 36x6	S 40x12	Wau 6HB	6-4 1/2x5 1/2	43.3	90-1900	Zen.	V.	L-N	L-N	D.B-L	B-L 55	Spi	Own	CD	Tim 16300
Sterling DC27-64 7-8 1/2		182	S 36x6	S 40x14	Wau 6AB	6-4 1/2x5 1/2	48.6	98-1850	Zen.	V.	L-N	L-N	D.B-L	B-L 55	Spi	Own	CD	Tim 17300
Sterling EC29-66 8 1/2-10		182	S 36x6	S 40x14	Wau 6AB	6-4 1/2x5 1/2	48.6	98-1850	Zen.	V.	L-N	L-N	D.B-L	B-L 55	Spi	Own	CD	Tim 17300
Sterling EC35-66 1012		165	P 36x7	P 40x7	Wau 6AB	6-4 1/2x5 1/2	48.6	98-1850	Zen.	V.	L-N	O-H-S	Own	Own	Spi	Own	CD	Tim 17300
Stewart 27X 6-7 T	5700	180	P 36x7	DP38x9	Wau 6SRL	6-4 1/2x5 1/2	45.9	100-2000	Str.	V.	D-R	D-R	D.Ful	Ful	Spi 3.	Tim.	WF.	Eat
Walter FHS 7 1/2 T	8000	Op.	B10.50/24	DB10.50/24	Own 6	6-4 1/2x5 1/2	48.6	100-1800	Zen.	V.	R-Bo	D-R	Own	Own	Own	Own	2D.	Own
Ward La France 50D-7	5700	Op.	P 40x8	DP40x8	Wau SRL	6-4 1/2x5 1/2	45.9	97-2000	Str.	P.	D-R	D-R	P.B-L	B-L	Spi	Tim 68702	WF.	Tim
Ward La France 70C-7	5550	Op.	S 36x7	DS40x8	Wau SRL	6-4 1/2x5 1/2	45.9	97-2000	Str.	P.	D-R	D-R	P.B-L	B-L	Spi	Tim 68700	WF.	Tim
Ward La France 78B-7 1/2	6300	Op.	S 36x7	DS40x8	Wau AB.	6-4 1/2x5 1/2	48.6	100-1800	Str.	P.	R-Bo	D-R	P.B-L	B-L 7	Spi	Tim 68700D	WF.	Tim
White.....52	5100	174	S 36x6	S 40x12	Own GRB	4-4 1/2x5 1/2	28.9	54-1600	Zen.	V.	Eis.	P.Own	Own GRBA	Own	Spi 3.	Own 52	2F.	Own 52
White.....55	4765	174	S 36x6	S 40x14	Own 31A	6-4 1/2x5 1/2	38.4	72-1800	Zen.	M.	D-R	D-R	dp.Own	Own 4B	Spi 3.	Own 6C2	2F.	Own 6D
Witt-Will.....R55	5700	159	P 38x9	DP38x9	Con 21R	6-4 1/2x4 1/4	45.9	100-2600	Zen.	M.	D-R	D-R	D.B-L	B-L 60	Spi	Tim66704DH	WF.	Tim 16700
Tractor-Trucks																		
Amer. LaFrance.....5 T	3950	131	S 36x5	S 36x10	Own 2R	4-4 1/2x6	28.9	42-1400	Zen.	V.	A-Bo	ABol	D.Own	Own 2R	Own	Own 2R	WF.	Own 2R
Amer. LaFrance.....7 T	4950	133	S 36x6	DS36x6	Own 3R	4-4 1/2x6	28.9	42-1400	Zen.	V.	A-Bo	ABol	D.Own	Own 3R	Own	Own 3R	WF.	Own 3R
Amer. LaFrance.....10 T	5500	133	S 36x6	DS40x6	Own 5R	4-4 1/2x6	36.1	50-1200	Zen.	V.	A-Bo	ABol	D.Own	Own 5R	Own	Own 5R	WF.	Own 5R
Amer. LaFrance.....13 T	57																	



AMERICAN GASOLINE

MAKE, MODEL AND CAPACITY	Chassis Price	TIRE SIZE		ENGINE		FUEL SYSTEM		Electrical System		Clutch, Type and Make	Gearset, Make and Model	Universal, Make and Number	REAR AXLE					
		Standard W.B.	Front	Rear	Make and Model	Number of Cylinders, Bore and Stroke	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor Make				Fuel Feed	Ignition System Make	Generator, Starter Make	Make and Model	Final Drive and Type	Front Axle, Make and Model
Tractor-Trucks—Cont'd																		
(X) Gen. M. 3204 3-4T	1700	141	P 32x6	DP32x6	Buick	6-3 1/2 x 4 1/2	28.3	76-2500	Mar.	M	D-R	D-R	D. Own.	Mun.	Spi.	Eat 1617	S 1/2	Eat 433F
(X) G. Mot. 4201 4-5 T	1845	141	P 32x6	DP32x6	Buick	6-3 1/2 x 4 1/2	28.3	76-2500	Mar.	M	D-R	D-R	D. Own.	Mun.	Spi.	Eat 1717	S 1/2	Eat 433F
(X) G. Mot. 4404 5-6 T	2095	141	P 34x7	DP34x7	Buick	6-3 1/2 x 4 1/2	28.3	76-2500	Mar.	M	D-R	D-R	D. Own.	Mun.	Spi.	Eat T44 DR.	WF	Eat 433F
(X) G. Mot. 6202 6 1/2-7 1/2	3035	154	P 34x7	DP34x7	Buick	6-3 1/2 x 4 1/2	33.7	94-2500	Mar.	M	D-R	D-R	D. Own.	Mun.	Spi.	Tim 65706	WF	Eat 527F
(X) G. Mot. 6208 7 1/2-8 1/2	3250	154	P 36x8	DP36x8	Buick	6-3 1/2 x 4 1/2	33.7	94-2500	Mar.	M	D-R	D-R	D. Own.	Mun.	Spi.	Tim 65706	WF	Eat 527F
(X) G. Mot. 8204 8 1/2-10	3945	155	P 38x7	DP38x7	Ow 331.	6-3 1/2 x 4 1/2	33.7	94-2500	Mar.	M	D-R	D-R	D. Own.	Mun.	Pet.	Tim 66704	WF	Eat 527F
(X) G. Mot. 8206 10-12T	4055	155	B 9.75/20	DB10.50/20	Ow 331.	6-3 1/2 x 4 1/2	33.7	94-2500	Mar.	M	D-R	D-R	D. Own.	Mun.	Pet.	Tim 66704	WF	Eat 527F
(X) G. Mot. 9003 12-15	4455	185	P 34x7	DP34x7	Ow 331.	6-3 1/2 x 4 1/2	33.7	94-2500	Mar.	M	D-R	D-R	D. Own.	Mun.	Pet.	Tim 54000	BF.	Col 4003.
Gramm. B118 3 Ton	1495	118	P 30x5	DP30x5	Lyc 4SL	6-3 1/2 x 4 1/2	25.3	56-2700	No.	V.	A-L	A-L	D. Jon.	Cov W4J	Blo	Tim 56000	BF.	Col 4003.
Gramm. C122 4 Ton	1995	122	P 32x6	DP32x6	Lyc ASA	6-3 1/2 x 4 1/2	31.5	85-2750	Zen.	M	A-L	A-L	D. Jon.	Con W4J	Blo	Tim 56000H	BF.	Col 5500.
Gramm. D122 5 Ton	2220	122	P 32x6	DP32x6	Lyc TS.	6-3 1/2 x 4 1/2	33.7	85-2700	Zen.	M	A-L	A-L	D. Jon.	Cov Rus.	Blo	Wis 6617B	BF.	Col 5500.
Gramm. E118 6 Ton	2515	118	P 34x7	DP34x7	Lyc TS.	6-3 1/2 x 4 1/2	36.2	90-2200	Zen.	M	A-L	A-L	D. Jon.	Cov Rus.	Blo	Wis 12527KW	2F.	Tim.
Gramm. GW 5175	5175	153	B 9.00/20	DB9.00/20	Con 21R.	6-4 1/2 x 5 1/2	45.9	100-2200	Zen.	M	A-L	A-L	D. Ful.	Ful H.	Blo	Wis 1450	2F.	Wis 30
Gramm. 45-10 Ton	153	S 36x5	S 36x12	Her L.	4-4 1/2 x 5 1/2	32.4	59		Zen.	V.	A-L	A-L	D. Ful.	Ful H.	Blo	Wis 1450	2F.	Wis 30
Gramm. 45-10 Ton	153	S 36x5	S 36x12	Lyc TS.	6-3 1/2 x 4 1/2	36.2	90-2750	Zen.	M	A-L	A-L	D. Ful.	Ful H.	Blo	Wis 1700	2F.	Wis 30	
Gramm. 60 15 Ton	153	S 36x6	S 36x14	Her G.	4-4 1/2 x 5 1/2	36.1	63		Zen.	V.	A-L	A-L	D. Ful.	Ful H.	Blo	Wis 1700	2F.	Wis 30
Gramm. 60 15 Ton	153	S 36x6	S 36x14	Lyc TS.	6-3 1/2 x 4 1/2	36.2	90-2750	Zen.	V.	A-L	A-L	D. Ful.	Ful H.	Blo	Wis 8800B	WF.	Shu 5550	
Hug	486	140	P 34x7	DP34x7	Bud DW6	6-3 1/2 x 4 1/2	32.7	73-2200	Zen.	V.	A-L	D-R	P.B.&B.	B-L	Spi.	Col	SF.	Col
Indiana	89	137	P 32x6	DP32x6	Con	6-3 1/2 x 4 1/2	27.3	65-2700	Str.	V.	A-L	A-L	D.B-L.	B-L	Spi.	Wis	2F.	Col
International. AW-2	136	B 5.50/20	B 6.00/20	Wau XA.	4-3 1/2 x 4 1/2	19.6	30-2700	Zen.	V.	D-R	D-R	P. Own.	W-G T7.	M.M. 5.	Ow 800.	S 1/2	Ow 200.	
International. A-3	138	B 5.50/20	DB6.00/20	Lyc 4SLH.	6-3 1/2 x 4 1/2	25.3	61-2800	Zen.	V.	D-R	D-R	P. Own.	Ow A5	M.M. 6.	Ow 800.	S 1/2	Ow 250.	
International. A-4	145	P 32x6	DP32x6	Ow FBB.	6-3 1/2 x 4 1/2	31.5	65-2800	Zen.	V.	D-R	D-R	P. Own.	Ow A-5	M.M. 6.	Ow 1000.	SF.	Ow 300.	
International. A-5	140	P 34x7	DP34x7	Ow FBB.	6-3 1/2 x 4 1/2	31.5	65-2800	Zen.	V.	D-R	D-R	P. Own.	Ow A-5	M.M. 6.	Ow 1150.	F.	Ow 300.	
International. A-6	156	P 34x7	DP34x7	Ow FBB.	6-3 1/2 x 4 1/2	31.5	65-2800	Zen.	V.	D-R	D-R	P. Own.	Ow A-5	M.M. 6.	Ow 1150.	F.	Ow 300.	
International. HS-54	130	S 36x5	S 36x8	HaS 151.	4-4 1/2 x 5 1/2	28.9	54-1800	Zen.	G.	R-Bo	D-R3	P. Own.	Ow A-5	M.M. 6.	Ow 1200.	SF.	Ow 400.	
International. HS-54C	130	S 36x5	S 36x10	HaS 151.	4-4 1/2 x 5 1/2	28.9	54-1800	Zen.	G.	R-Bo	D-R3	P. Own.	Ow A-5	M.M. 6.	Ow 1200.	SF.	Ow 400.	
International. W-1	130	S 36x5	S 36x8	HaS 151.	4-4 1/2 x 5 1/2	28.9	54-1800	Zen.	G.	R-Bo	D-R3	P. Own.	Ow A-5	M.M. 6.	Ow 1200.	SF.	Ow 400.	
International. HS-74	144	S 36x6	S 40x12	HaS 152.	4-4 1/2 x 5 1/2	36.1	60-1800	Zen.	G.	R-Bo	D-R3	P. Own.	Ow A-5	M.M. 6.	Ow 1300.	SF.	Ow 500.	
International. HS-74C	146	S 36x6	S 40x12	HaS 152.	4-4 1/2 x 5 1/2	36.1	60-1800	Zen.	G.	R-Bo	D-R3	P. Own.	Ow A-5	M.M. 6.	Ow 1300.	SF.	Ow 500.	
International. W-3	144	S 36x6	S 40x12	HaS 152.	4-4 1/2 x 5 1/2	36.1	60-1800	Zen.	G.	R-Bo	D-R3	P. Own.	Ow A-5	M.M. 6.	Ow 1300.	SF.	Ow 500.	
International. HS-104C	146	S 36x6	S 40x14	HaS 152.	4-4 1/2 x 5 1/2	36.1	60-1800	Zen.	G.	R-Bo	D-R3	P. Own.	Ow A-5	M.M. 6.	Ow 1300.	SF.	Ow 500.	
Mac. BL 2 Ton	2500	138	B 6.00/20	DB6.00/20	Ow BL.	6-3 1/2 x 4 1/2	25.4	63-2800	Str.	V.	N-E	N-E	P. Own.	Ow BL.	Spi 4.	Tim 5200.	SF.	Ow BL.
Mac. BG 3 Ton	3000	138	P 32x6	DP32x6	Ow BG.	6-3 1/2 x 4 1/2	31.5	75-2600	Str.	V.	N-E	N-E	P. Own.	Ow BG.	Spi 4.	Ow BG.	SF.	Ow BG.
Mac. AB 5-6 Ton	3500	123	P 36x4	S 36x8	Ow AB.	4-4 1/2 x 5 1/2	28.9	60-2200	Str.	V.	N-E	N-E	P. Own.	Ow AB.	Spi 2.	Ow AB.	CD.	Ow AB.
Mac. AB 5-6 Ton	3500	123	P 34x7	DP34x7	Ow BG.	6-3 1/2 x 4 1/2	31.5	75-2600	Str.	V.	N-E	N-E	P. Own.	Ow AB.	Spi 4.	Ow AB.	CD.	Ow AB.
Mac. BC 6-8 Ton	3250	142	P 36x8	DP36x8	Ow BC.	6-4 1/2 x 5 1/2	38.4	100-2300	Str.	V.	N-E	N-E	P. Own.	Ow BC.	Spi 4.	Ow BC.	2F.	Ow BC.
Mac. BC 7-10 Ton	5000	142	P 36x8	DP36x8	Ow BC.	6-4 1/2 x 5 1/2	38.4	100-2300	Str.	V.	N-E	N-E	P. Own.	Ow BC.	Spi 4.	Ow BC.	2F.	Ow BC.
Mac. BJ 7-10 Ton	6150	169	P 36x8	DP36x8	Ow BK.	6-4 1/2 x 5 1/2	48.6	126-2200	Str.	V.	N-E	N-E	P. Own.	Ow BK.	Spi 5.	Ow BK.	CD.	Ow BK.
Mac. AK 7-10 Ton	5130	134	S 36x5	DS36x5	Ow AC.	4-5x6	40.0	77-1800	Str.	V.	R-Bo	N-E	P. Own.	Ow AC.	Spi 3.	Ow AC.	CD.	Ow AC.
Mac. AK 7-10 Ton	5130	134	S 36x5	DS36x5	Ow AC.	4-5x6	40.0	77-1800	Str.	V.	R-Bo	N-E	P. Own.	Ow AC.	Spi 3.	Ow AC.	CD.	Ow AC.
Mac. AK 7-15 Ton	5250	134	S 36x5	DS40x7	Ow AC.	4-5x6	40.0	77-1800	Str.	V.	R-Bo	N-E	P. Own.	Ow AC.	Spi 3.	Ow AC.	CD.	Ow AC.
Mac. AP 20 Ton	9500	147	S 36x7	DS40x8	Ow AP.	6-5x6	60.0	150-2000	Str.	V.	R-Bo	N-E	P. Own.	Ow AP.	Spi 4.	Ow AP.	CD.	Ow AC.
Mac. AC 20 T. 6Wh.	9500	147	S 36x7	DS40x8	Ow AP.	6-5x6	60.0	150-2000	Str.	V.	R-Bo	N-E	P. Own.	Ow AP.	Spi 4.	Ow AP.	CD.	Ow AC.
Pierce-Arrow. KB	3750	140	S 36x5	DS36x5	Ow XB.	4-4 1/2 x 5 1/2	25.6	60-2200	Str.	P.	D-R	D-R	D. Own.	Ow XB.	Spi 4.	Ow XB.	WF.	Ow XB.
Pierce-Arrow. RD	5400	133	S 36x6	DS36x6	Ow RD.	4-4 1/2 x 5 1/2	32.4	70-3000	Str.	P.	D-R	D-R	D. Own.	Ow RD.	Spi 4.	Ow RD.	WF.	Ow RD.
Pierce-Arrow. RF	5400	133	S 36x6	DS36x6	Ow RF.	4-4 1/2 x 5 1/2	32.4	70-3000	Str.	P.	D-R	D-R	D. Own.	Ow RF.	Spi 4.	Ow RF.	WF.	Ow RF.
Relay. 40 3240	138	P 36x6	DP36x6	Bud DS-6.	6-3 1/2 x 4 1/2	31.5	56-2000	Zen.	V.	A-L	A-L	D. Ful.	Ful VU.	Blo	Ow 60.	Tim 14704H.	2F.	Tim 1573.
Relay. 60 4480	142	P 36x6	DP36x6	Bud BUS.	6-4 1/2 x 5 1/2	38.4	73-2000	Zen.	V.	A-L	A-L	D. Ful.	B-L 35.	Ow 60.	Tim 14704H.	2F.	Tim 1573.	
Reo. FH 1545	142	P 32x6	DP32x6	Ow	6-3 1/2 x 4 1/2	27.3	70-3000	Sch.	V.	D-R	D-R	D. Lon.	WGASI T9.	Tim 54200AI	SF.	Tim 54200AI		
Reo. CD 2085	142	P 32x6	DP32x6	Ow	6-3 1/2 x 4 1/2	27.3	70-3000	Sch.	V.	D-R	D-R	D. Lon.	WGASI T9.	Tim 54200AI	SF.	Tim 54200AI		
Studebaker. S-40	945	148	B 6.50/20	DB6.50/20	Ow	6-3 1/2 x 4 1/2	25.4	68-3200	Zen.	M	D-R	D-R	Ow	Ow	Tim 54200AI	SF.	Tim 54200AI	
Walter. FBD 8500	118	B 9.75/24	DB9.75/24	Ow	6-5x5 1/2	60.0	130-1800	Zen.	V.	R-Bo	D-R	P.B-L	B-L 70 Max	Tim 68700.	WF.	Tim 17300.		
Walter. FBRD 8700	118	B 9.75/24	DB9.75/24	Ow	6-5x5 1/2	60.0	130-1800	Zen.	V.	R-Bo	D-R	P.B-L	B-L 70 Max	Tim 68700.	WF.	Tim 17300.		
Ward La Fra. 75D-15T	Op.	S 36x7	DS40x8	Ow RB.	6-5x5 1/2	60.0	120-1800	Str.	P.	R-Bo	R-Bo	P. Own.	Ow 4B	Spi 3.	Ow 51A.	S 1/2	Ow 51A.	
White. 52T	4700	129	S 36x5	DS40x8	Ow GRB.	4-4 1/2 x 5 1/2	28.9	54-1600	Zen.	V.	Eis.		dp. Lon.	Ow B.	Tim 300W.	W.	Ow CL.	
White. 51AT	3875	134	S 36x5	Ow GRB.	4-4 1/2 x 5 1/2	28.9	54-1600	Zen.	V.	Eis.		dp. Lon.	Ow B.	Tim 300W.	W.	Ow CL.		
Six-Wheelers																		
Autocar. CG 5T	8250	196	P 36x8	DP36x8	Ow	6-4 1/2 x 4 1/2	48.6	101-2400	Str.	V.	D-R	L-N.	D.B-L.	B-L 70.	Spi.	Tim 300W.	W	Tim 27450.
Autocar. G 10T	9000	212	P 36x8	DP36x8	Ow	6-4 1/2 x 4 1/2	48.6	101-2400	Str.	V.	D-R	L-N.	D.B-L.	B-L 70.	Spi 4.	Tim.	WF.	Shu.
Brockway-Indiana. 640	1771	P 38x7	S 36x10	Con.	6-4 1/2 x 5 1/2	54.2	110-1800	Str										

TRUCK CHASSIS—Continued



MAKE, MODEL AND CAPACITY	Chassis Price	Standard W.B.	TIRE SIZE		ENGINE				FUEL SYSTEM		Electrical System		Clutch, Type and Make	Gearset, Make and Model	Universal, Make and Model	REAR AXLE		Front Axle, Make and Model
			Front	Rear	Make and Model	Number of Cylinders, Bore and Stroke	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make				Make and Model	Final Drive and Type	
Six-Wheelers—Cont'd																		
Maccar.....	126 6T	181	P 36x8	P 36x8	Bud BA6...	6-4 1/2 x 5 1/2	40.8	78-2250	Str...	V...	D-R	D-R	D.B-L...	B-L 60...	S-C	Own AC...	W	Tim 16302...
Mack.....	AC 10 Ton	7500	177	S 36x6	Own AC...	4-5x6	40.0	77-1800	Str...	V...	R-Bo	N-E	P.Own...	Own AC...	Spi 4...	Own AC...	CD	Own AC...
Mack.....	AP 10 Ton	12000	197	S 36x6	Own AP...	6-5x6	60.0	150-2000	Str...	V...	R-Bo	N-E	P.Own...	Own AP...	Spi 4...	Own AP...	CD	Own AC...
Moreland.....	ED7	5285	196	P 36x8	Her WXC 2	6-4 1/2 x 4 1/2	40.8	73-2000	Zen...	M...	A-L	A-L	P.B-L...	B-L 51...	Cle...	Own...	WF	Tim 16300...
Moreland.....	HD7	5585	220	B 9.00/20	Her YXC3...	6-4 1/2 x 4 1/2	51.2	105-2200	Zen...	M...	A-L	A-L	P.B-L...	B-L 55...	Cle...	Own...	WF	Tim 16300...
Moreland.....	SD7	6860	221	S 36x7	Her YXC 3...	6-4 1/2 x 4 1/2	51.2	105-2200	Zen...	M...	A-L	A-L	P.B-L...	B-L 55...	Cle...	Own...	WF	Tim 17300...
Moreland.....	TD7	8245	221	S 36x7	Con 16H...	6-4 1/2 x 5 1/2	54.1		Zen...	M...	A-L	N-E	P.B-L...	B-L 714...	Cle...	Own...	WF	Tim 17300...
Relay.....	50SW 5T	5505	152	P 36x6	DP36x6	6-3 3/4 x 5	33.7	73-2200	Zen...	V...	A-L	A-L	B-L...	B-L 51...	Blo...	Own 40...	2F	Tim 14704H...
Relay.....	60SW 7T	6545	175	P 38x7	Bud BA6...	6-4 1/2 x 5 1/2	40.8	83-2000	Zen...	V...	A-L	A-L	Ful VU...	Ful VU...	Blo...	Own 60...	2F	Tim 15733H...
White 63SW 200 3 T		193	B 8.25/20	DB8.25/20	Own 3A...	6-4 x 5 1/4	38.4	72-1800	Zen...	M...	D-R	D-R	P.Own...	Own 4B...	Spi...	Tim SW200H	W 1/2	Own 6D...
White 64SW 200 3 to 5 T		198	B 8.25/20	DB8.25/20	Own 1AB...	6-4 1/2 x 5 1/2	45.9	96-1800	Zen...	E...	L-N	L-N	dp.Own...	Own 7B...	Spi 4...	TimSW200W	WF	Own 9D...
White.....	64SW300 5 to 7 1/2 T	198	B 9.00/20	DB9.00/20	Own 1AB...	6-4 1/2 x 5 1/2	45.9	96-1800	Zen...	E...	L-N	L-N	dp.Own...	Own 7B...	Spi 4...	TimSW300W	WF	Own 9D...
White 59A SW400 7 1/2 to 10 Ton		204	P 40x8	P 40x8	Own 1AB...	6-4 1/2 x 5 1/2	45.9	96-1800	Zen...	E...	L-N	L-N	dp.Own...	Own 7B...	Spi 3...	TimSW400W	WF	Own 5D...
Whitcomb.....	5T 6000	Op...	P 36x8	P 36x8	Wis Z.....	6-4 1/2 x 5	48.6	103-2200	Str...	M...	L-N	L-N	D.Ful...	Ful...	Own 2...	Own	WF	Own
Whitcomb.....	10T 7200	Op...	P 38x9	P 38x9	Wis Z.....	6-4 1/2 x 5	48.6	103-2200	Str...	M...	L-N	L-N	D.Ful...	Ful...	Own 2...	Own	WF	Own

KEY TO REFERENCES AND ABBREVIATIONS

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7-10 ton, \$4,950, tires, S36x5, DS40x5; 11-14 ton, \$5,500, tires, S36x6, DS40x6; 15 ton, \$6,000, tires S36x7, DS40x7.

TIRES

B—Balloons.

DB—Dual Balloons standard equipment.

P—High Pressure Pneumatics standard equipment.

DP—Dual High Pressure Pneumatics standard equipment.

S—Solids.

DS—Dual Solids.

°—Pneumatics furnished at extra cost.

ENGINE

Make

Bud—Buda Company.

Con—Continental Motors Corp.

Has—American Car & Fdy. Co.

Her—Hercules Motor Corp.

Lyc—Lycoming Motor Corp.

Wau—Waukesha Motor Co.

Wis—Wisconsin Motor Mfg. Co.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.

Joh—Johnson.

Mar—Marvel Carburetor Co.

Sch—Wheeler Schebler Co.

Ste—Detroit Lubricator.

Str—Stromberg Motor Dev. Co.

Til—Tillotson Mfg. Co.

Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.

G—Gravity.

M—Mechanical Pump.

P—Pressure.

V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.

R-Bo—Robert Bosch Magneto Co.

Ape—Apollo Magneto Corp.

D-R—Delco Remy Company.

Eis—Eisemann Magneto Corp.

L-N—Lecce-Neville Co.

N-E—North East Elec. Co..

Spl—Splittorf Electrical Co.

1—Generator and Starter at extra cost.

2—Starter not supplied. Generator at extra cost.

3—Starter at extra cost.

CLUTCH

Type

D—Multiple Disk.

dp—Double Plate.

O—Plate in Oil.

P—Single Plate.

Make

B&B—Borg & Beek Co.

B-L—Brown-Lipe Gear Co.

Cla—Clark Equipment Co.

Cor—Covert Gear Co.

D-G—Detroit Gear & Mach. Co.

Ful—Fuller & Sons Mfg. Co.

H-S—Merchant & Evans Co.

Jon—Jones Clutch & Gear Co.

Lon—Long Mfg. Company.

M-E—Merchant & Evans.

M.M.—Mechanics Mach. Co.

Mun—Muncie Products Div.

General Motors Corp.

Rec—Rockford Drill Machine Co.

W-G—Warner Gear Co.

FINAL DRIVE AND TYPE

B—Bevel.

C—Chain.

D—Dead.

I—Internal Gear.

2—Double Reduction.

R—Relay—Pendulum Drive.

S—Spiral Bevel.

W—Worm.

1/2—Semi-Floating.

3/4—Three-Quarter Floating.

F—Full Floating.

WHEELS DRIVEN

2—Forward pair of rear wheels.

Y—Chevrolet utility model with dual 30x5 rear tires lists at \$545.00.

*—Commerce and Service models identical with Garford.

4F—Front and forward pair of rear wheels.

4R—Four rear wheels.

6—Six wheels.

FRONT AXLE

Make and Model

Cla—Clark Equipment Co.

Col—Columbia Axle Co.

Con—Continental Axle Co.

Eat—Eaton Axle Co.

Sal—Salisbury Axle Co.

Sho—Sheldon.

Shu—Shuler Axle Co., Inc.

Tim—Timken Det. Axle Co.

Wis—Wisconsin Axle Co.

(X) General Motors Trucks. Gross vehicle weight indicated for each model in table is the *Straight Rating* (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follow.

Note: Models T-15 to T-60 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL	RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)	TYPE NUMBERS	RANGE OF PAYLOAD (TONS)
T-11	3800	1001	1 1/2
T-15	5400 to 6500	1501 to 1708	2 1/4
T-17	5500 to 6500	1701 to 1708	2 1/4 to 3 1/4
T-19	6500 to 8500	2201 to 2223	1 to 2
T-25	6800 to 9000	2501 to 2518	1 to 2
T-30	9000 to 12500	3201 to 3215	1 1/2 to 3
TX-186 1/2	14000	Export Coach	.....
WX-185	14500	Export Coach	.....
T-42	10600 to 15000	4201 to 4212	2 to 4
T-44	10600 to 16000	4401 to 4412	2 to 4 1/2
WX-215	17000	Export Coach	.....
T-60	14500 to 22000	6201 to 6218	2 1/2 to 6
T-82	15500 to 24000	8201 to 8212	3 to 7
T-90	22000 to 28000	9001 to 9007	5 to 7 1/2



CONTINENTAL GASOLINE

MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION				ENGINE				ELECTRICAL SYSTEM		TRANSMISSION				RUNNING GEAR											
		Wheelbase (In.)	Tire Size and Type		No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System		Current Source	Starter Fitted?	Generator Fitted?	Clutch Type	Gearset		Universal Joints	Final Drive	Brakes		Steering Gear Type	Wheels Type			
			Track (In.)	Front (m.m. or inches)							Rear (m.m. or inches)	Carburetor Make					Fuel Feed	Location			No. Fwd. Speeds	Position of Lever			Foot Type and Location	Hand Type and Location	
FRENCH																											
Aries	4	161 65	P 955x155	P1025x185d	4-354x5.90	L	4	Pin	abc	Pu.	Zen.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	3	Met.	Ch.	ET.	IR.	WS.	CS.	
Aries	5	161 65	P 955x155	P1025x185d	4-3.93x5.11	L	4	Pin	abc	Pu.	Zen.	G.	M.	Opt.	Opt.	MD.	Sep.	4	R.	3	Met.	Ch.	ET.	IR.	WS.	CS.	
A. S.	3	163 61	P 32x6	P 32x6d	4-4x5.23	L	4	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2	Met.	Wo.	ET.	IR.	WS.	D.	
A. S.	3	163 61	P 32x6	P 32x6d	6-3.25x4.5	L	6	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2	Met.	Wo.	ET.	IR.	WS.	D.	
A. S.	6	164 67	S 850x160	S 970x180d	4-4.44x5.51	L	2	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2	Met.	Wo.	ET.	IR.	WS.	CS.	
Berliet	1 1/2	134 58	P 30x5	P 32x6d	4-3.54x5.11	L	4	Pin	abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2	Met.	Sp.	IFR.	IR.	WW.	D.	
Berliet	2	143 67	P 835x135	P 835x135d	4-3.14x5.11	L	4	Ch.	abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2	Fab.	Sp.	IFR.	IR.	WW.	D.	
Berliet	2	149 63	P 835x135	P 835x135d	4-3.54x5.11	L	4	Ch.	abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	3	Fab.	Wo.	IFR.	IR.	WW.	D.	
Berliet	3	152 58	P 855x155	P 855x155d	4-3.54x5.11	L	4	Ch.	abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	3	Fab.	Wo.	IFR.	IR.	WW.	D.	
Berliet	5	169 67	P 40x8	P 40x8d	4-3.93x5.11	L	2	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	3	Fab.	Ch.	ET.	IFR.	IR.	WW.	D.
Berliet	5	169 78	P 1030x160	P1030x160d	4-4.33x5.11	L	2	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	3	Fab.	Ch.	IR.	IR.	WW.	D.	
Berliet	5	179 78	P 950x140	P1030x160d	6-4.33x5.11	L	6	Ch.	abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	3	Met.	Ch.	IR.	IR.	WW.	D.	
Berliet	5 1/2	166 71	S 1025x185	P1025x185d	4-4.33x5.11	L	2	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2	F2M	Sp.	IFR.	IR.	WW.	D.	
Berliet	5 1/2	166 71	S 1025x185	S970x200d	4-4.35x5.11	L	2	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2	F2M	Be.	IFR.	IR.	WW.	CS.	
Berliet	5 1/2	219 73	P 40x8	P 40x8	4-4.33x5.11	L	2	Pin	abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2	F3M	Sp.	IFR.	IR.	WW.	D.	
Berliet	7 1/2	141 74	P 950x140	P1030x160d	4-4.33x5.11	L	2	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	2	Fab.	Ch.	IR.	IR.	WW.	CS.	
Berliet	7 1/2	205 72	P 40x8	P 40x8d	4-4.33x5.11	L	6	Pin	abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	4	Met.	Be.	IFR.	IR.	WW.	D.	
Berliet (6 Wheels)	10	189 74	P 40x8	P 40x8	4-4.33x5.11	L	2	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	3	Fab.	Ch.	IR.	IR.	WW.	D.	
Berliet	10	194 80	P 1030x160	P 1030x160	4-4.33x5.11	L	2	Ch.	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	3	Fab.	Ch.	IR.	IR.	WW.	D.	
Berliet (6 Wheels)	10	195 78	P 42x9	P 42x9	4-4.33x5.11	L	6	Ch.	abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Sep.	4	C.	3	Met.	Ch.	IR.	IR.	WW.	D.	
Berliet	10	203 78	P 1030x160	S 1030x250	6-4.33x5.11	L	6	Ch.	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Sep.	4	C.	3	Met.	Ch.	IR.	IFR.	WS.	D.	
Bernard	3	169 65	P 32x6	P 32x6d	4-3.75x6	L	4	Pin	abc	Th.	Sol.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2	Met.	DR.	IFR.	IFR.	WS.	D.	
Bernard	4	181 69	P 34x7	P 34x7d	4-4x6	L	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	4	Fab.	DR.	IFR.	IFR.	WS.	D.	
Bernard	5	204 69	P 38x9	P 38x9d	6-3.85x6	L	6	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	4	Fab.	DR.	IFR.	IFR.	WS.	D.	
Chenard-Walcker	Trac.	92 63	P 895x135	P 895x135d	4-3.12x4.03	I	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Sep.	5	C.	1	Met.	DR.	ET.	IR.	WS.	D.	
Chenard-Walcker	Trac.	92 63	P 895x135	P 895x135d	4-4.03x5.11	SI	4	Ch.	Spl.	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Sep.	5	C.	1	Met.	DR.	ET.	IR.	WS.	D.	
Chenard-Walcker, 6 wh	Trac.	127 63	P 270x20	P 270x20	4-3.12x4.03	I	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	MD.	Sep.	5	C.	1	Met.	Ch.	ET.	IR.	WS.	D.	
Chenard-Walcker, 6wh	Trac.	127 63	P 270x20	P 270x20	4-4.03x5.11	SI	4	Ch.	Spl.	Pu.	Sol.	G.	M.	Yes.	Yes.	MD.	Sep.	5	C.	1	Met.	Ch.	ET.	IR.	WS.	D.	
Citroen	1	122 51	P 13x45	P 13x45	4-2.83x3.93	L	4	Pin	abc	Th.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	3	C.	2	Met.	Sp.	IFR.	ET.	WS.	D.	
Citroen	1 1/4	131 58	P 30x5	P 32x6	6-2.83x3.93	L	6	Ch.	abc	Pu.	Sol.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2	Met.	Sp.	IFR.	ET.	WS.	D.	
Citroen (6 Wheels)	2	131 58	P 32x6	P 32x6	6-2.83x3.93	L	6	Ch.	abc	Pu.	Sol.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2	Met.	Sp.	IFR.	ET.	WS.	D.	
Cottin-Desgouttes	2 1/2	153 67	P 32x6	P 32x6	4-3.54x6.29	L	4	Ch.	abc	Pu.	Zen.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	2	Met.	Sp.	IFR.	ET.	WS.	D.	
Cottin-Desgouttes	4	177 70	P 36x6	P 36x6d	4-3.93x6.29	L	4	Ch.	abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4	C.	2	Met.	DR.	IFR.	IFR.	WS.	D.	
Cottin-Desgouttes	4	177 63	P 36x6	P 36x6d	6-4x5.51	L	6	Ch.	abc	Pu.	Zen.	V.	Mb	Yes.	Yes.	MD.	Eng.	4	C.	2	Met.	DR.	IFR.	IFR.	WS.	D.	
Delahaye	3 1/4	140 50	P 14x50	P 14x50	4-2.71x3.93	L	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2	Met.	Sp.	IFR.	IR.	WS.	D.	
Delahaye	1 1/2	132 52	P 14x50	P 30x5	4-2.8x4.4	L	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2	Met.	Sp.	IFR.	IR.	WS.	D.	
Delahaye	2 1/2	143 65	P 895x135	P 895x135d	4-3.34x5.11	L	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2	Met.	Sp.	IFR.	IR.	WS.	D.	
Delahaye	5	166 67	P 1025x185	P1025x185d	4-3.93x6.29	L	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	Co.	Eng.	4	C.	2	Met.	DR.	IFR.	IFR.	WS.	D.	
Dewald	3	132 68	S 850x120	S 940x130d	4-3.93x5.11	L	4	Pin	abc	Pu.	Zen.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	2	Met.	Ch.	ET.	IR.	WS.	Wood	
Dewald	5	132 68	S 850x120	S 950x140d	4-4.33x5.9	L	2	Pin	abc	Pu.	Zen.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	2	Met.	Ch.	ET.	IR.	WS.	Wood	
Dewald	7	133 67	S 850x160	S 970x180d	4-4.33x5.9	L	2	Pin	abc	Pu.	Zen.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	2	Met.	Ch.	ET.	IR.	WS.	Wood	
Dewald	10	140 67	S 900x180	S 970x200d	4-4.33x5.9	L	2	Pin	abc	Pu.	Zen.	G.	M.	Opt.	Opt.	Co.	Sep.	4	R.	2	Met.	Ch.	ET.	IR.	WS.	Wood	
De Dion Bouton	1 1/2	135 55	P 17x50	P 17x50	4-2.9x4.72	L	4	Ch.	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	1	Met.	Sp.	IFR.	IFR.	WS.	D.	
De Dion Bouton	3 1/2	205 69	P 36x6	P 36x6d	4-4.33x5.9	L	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2	Met.	DR.	IFR.	IFR.	WS.	D.	
De Dion Bouton	4	168 69	P 955x155	P 955x155d	4-4.33x5.9	L	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2	Met.	DR.	IFR.	IFR.	WS.	D.	
De Dion Bouton	5	204 72	P 38x7	P 38x7d	4-4.33x5.9	L	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2	Met.	DR.	IFR.	IFR.	WS.	D.	
Laffly	2 1/2	135 63	P 34x7	P 34x7	4-3.54x5.11	L	4	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2	Met.	Sp.	IFR.	IFR.	WS.	D.	
Laffly (Diesel)	3 1/2	153 63	P 36x6	P 36x6d	2-3.14x7.87	2C	2	Pin	abc	Pu.	No.	G.	Yes.	Yes.	MD.	Eng.	4	C.	2	Fab.	Sp.	IFR.	IFR.	WS.	D.		
Laffly	4	177 63	P 34x7	P 34x7d	4-3.54x5.11	L	4	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2	Fab.	Sp.	IFR.	IFR.	WS.	D.	
Laffly	5	196 63	P 38x7	P 38x8d	4-3.54x5.11	L	4	Pin	abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4	C.	2	Fab.	Sp.	IFR.	IFR.	WS.	D.	
Latil (Tract.)	Trac.	90 60	P 835x135	P 835x135	4-3.34x5.11	L	4	Pin	abc	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Eng.	4	C.	2	Met.	IG.	IT.	IR.	WS.	D.	
Latil (Tract.)	Trac.	90 59	P 955x155	P 955x155	4-3.34x5.11	L	4	Pin	abc	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Eng.	4	C.	2	Met.	IG.	IT.	IR.	WS.	CS.	
Latil	1 1/2	152 59	P 955x155	P 955x155	4-3.34x5.11	L	4	Pin	abc	Pu.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	2							

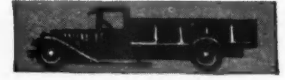
TRUCK CHASSIS



MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION				ENGINE					ELECTRICAL SYSTEM			TRANSMISSION				RUNNING GEAR							
		Wheelbase (In.)	Tire Size and Type		No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Crankshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System		Current Source	Starter Fitted?	Generator Fitted?	Clutch Type	Gearset		Universal Joints	Final Drive	Brakes		Steering Gear Type	Wheels Type	
			Track (In.)	Front (mm. or inches)							Rear (mm. or inches)	Carburetor Make					Fuel Feed	Location			No. Fwd. Speeds	Position of Lever			Foot Type and Location
FRENCH—Cont.																									
Saurer (Diesel)	4		P 40x8	P 40x8d	4-4 33x7.08	I	4 Pin. abc	Pu.	No.	G.	Yes.	Yes.	MD.	Eng.	4 C.	2 Met.	Sp.	IFR.	IR.	WS.	D.				
Saurer (Diesel)	5		P 40x8	P 40x8d	6-4 33x5.9	I	6 Pin. abc	Pu.	No.	G.	Yes.	Yes.	MD.	Eng.	4 C.	2 Met.	Sp.	IFR.	IR.	WS.	D.				
Somua	3½	166 65	P 36x7	P 36x7d	4-3 93x5.90	F	4 Pin. abc	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4 C.	2 Met.	IG.	ER.	ET.	WW.	D.			
Somua	5½	177 68	P 36x7	P 36x7d	4-3 93x5.90	F	4 Pin. abc	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4 C.	2 Met.	IG.	ER.	ET.	WW.	D.			
Somua	6	176 68	P 36x7	P 36x7d	4-3 93x5.90	F	4 Pin. abc	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4 C.	2 Met.	IG.	ER.	ET.	WW.	D.			
Somua	10	168 68	S 970x160	S 970x200d	4-3 93x5.90	F	4 Pin. abc	Pu.	Sol.	G.	M.	Opt.	Opt.	SP.	Sep.	4 C.	2 Met.	IG.	ER.	ET.	WW.	CS.			
Unic	¾	120 55	P 16x50	P 16x50	4-2 87x4.72	L	4 Ch. abc	Pu.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4 C.	2 Met.	Sp.	IFR.	IR.	WS.	D.			
Unic	1	130 55	P 17x50	P 17x50	4-2 87x4.72	L	4 Ch. abc	Pu.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4 C.	2 Met.	Sp.	IFR.	IR.	WS.	D.			
Unic	1½	128 57	P 83x5x135	P 83x5x135d	4-3 14x5.11	L	4 Ch. abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4 C.	2 Met.	Sp.	IFR.	IR.	WS.	D.			
Unic	2	138 60	P 89x5x135	P 89x5x135d	4-3 14x5.11	L	4 Ch. abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4 C.	2 Met.	Sp.	IFR.	IR.	WS.	D.			
Unic	2	141 61	P 89x5x135	P 89x5x135d	4-3 14x5.11	L	4 Ch. abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4 C.	2 Met.	Sp.	IFR.	IR.	WS.	D.			
Unic	3	173 67	P 95x5x155	P 95x5x155d	4-3 14x5.11	L	4 Ch. abc	Pu.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4 C.	2 Met.	Sp.	IFR.	IR.	WS.	D.			
Vermorel	¾	123 59	P 83x5x135	P 83x5x135	4-2 75x4.33	I	4 Pin. abc	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4 C.	1 MIF	Sp.	IFR.	IFR.	WS.	D.			
Vermorel	1½	127 59	P 32x6	P 32x6	4-2 75x4.33	I	4 Pin. abc	Th.	Zen.	G.	M.	Yes.	Yes.	SP.	Eng.	4 C.	1 MIF	Sp.	IFR.	IFR.	WS.	D.			
Willeme	5	132 70	P 40x8	P 40x8d	4-5x6	L	2 Pin. abc	Pu.	Zen.	G.	Mb	No.	Yes.	MD.	Sep.	4 C.	2 Met.	Wo	IR.	IR.	WS.	D.			
Willeme	7½	140 72	S 36x6	S 40x14	4-4 75x6	L	2 Pin. abc	Pu.	Zen.	G.	Mb	No.	Yes.	MD.	Sep.	4 C.	2 Met.	Wo	IR.	IR.	WS.	CS.			
Willeme	10	145 70	S 36x6	S 40x16	4-5x6	L	2 Pin. abc	Pu.	Zen.	G.	Mb	No.	Yes.	MD.	Sep.	4 C.	2 Met.	Wo	IR.	IR.	WS.	CS.			
Willeme (6 Wheels)	12	148 70	P 40x8	P 40x8d	4-5x6	L	2 Pin. abc	Pu.	Zen.	G.	Mb	No.	Yes.	MD.	Sep.	4 C.	2 Met.	Wo	IR.	IR.	WS.	D.			
BELGIAN																									
Bovy	2	144 57	P 85x5x155	P 85x5x155d	4-3 62x5.3	F	4 Pin. abc	Th.	Sol.	G.	M.	Yes.	Yes.	Co.	Sep.	4 C.	2 Fab.	Sp.	IFR.	IFR.	SN.	D.			
Brossel	3	147 63	P 36x6	P 36x6d	4-3 54x5.9	L	4 Pin. abc	Th.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4 C.	2 Fab.	Wo	IFR.	IR.	WS.	D.			
Brossel	5	177 68	P 36x8	P 36x8d	4-3 93x5.9	L	4 Pin. abc	Th.	Zen.	G.	M.	Yes.	Yes.	MD.	Eng.	4 C.	2 Fab.	Wo	IFR.	IR.	WS.	D.			
Dasse	2	177 68	P 32x6	P 32x6	8-2 95x4.72	L	8 Pin. abc	Pu.	Sol.	G.	B.	Yes.	Yes.	MD.	Eng.	4 C.	4 Fab.	DR.	IFR.	IFR.	WS.	D.			
Miasse	1½	127 59	P 36x8.25	P 36x8.25	4-3 14x5.11	L	4 Pin. abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4 C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.			
Miasse	4	168 69	P 40x10.5	P 40x10.5	8-3 14x5.11	L	8 Pin. abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4 C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.			
Miasse	4	168 69	P 36x10.5	P 36x10.5	8-3 14x5.11	L	8 Pin. abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4 C.	2 Fab.	Sp.	IFR.	IR.	WS.	D.			
Miasse (6 wheels)	5	157 68	P 40x10.5	P 40x10.5	8-3 14x5.11	L	8 Pin. abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4 C.	2 Fab.	Wo	IFR.	IR.	WS.	D.			
Miasse (6 wheels)	7	207 78	P 40x10.5	P 40x10.5	8-3 14x5.11	L	8 Pin. abc	Pu.	Zen.	V.	B.	Yes.	Yes.	MD.	Eng.	4 C.	2 Fab.	Wo	IFR.	IR.	WS.	D.			
Minerva	2	151 57	P 30x5	P 30x5d	6-2 95x4.40	SL	4 Ch. abc	Pu.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4 C.	2 Met.	Sp.	IFR.	IFR.	CL.	D.			
Minerva (Tractor)	6	110 64	P 95x5x155	P 95x5x155d	4-3 54x5.51	SL	4 Ch. abc	Pu.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	4 C.	2 Met.	DR.	IFR.	IFR.	CL.	D.			
Mierva	2	145 64	P 32x6	P 32x6d	4-3 54x5.51	SL	4 Ch. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	3 Fab.	DR.	IFR.	IFR.	CL.	D.			
Minerva	3	169 64	P 36x6	P 36x6d	4-3 54x5.51	SL	4 Ch. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	3 Fab.	DR.	IFR.	IFR.	CL.	D.			
Minerva	3½	170 64	P 32x6	P 32x6d	4-3 54x5.51	SL	4 Ch. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	3 Fab.	DR.	IFR.	IFR.	CL.	D.			
Minerva	4	170 69	P 38x7	P 38x7d	4-4 33x5.51	SL	4 Ch. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	3 Fab.	DR.	IFR.	IFR.	CL.	D.			
Minerva	5	170 67	P 40x8	P 40x8d	4-4 33x5.51	SL	4 Ch. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	3 Fab.	DR.	IFR.	IFR.	CL.	D.			
Minerva	5	186 69	P 38x7	P 38x7d	4-4 33x5.51	SL	4 Ch. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	3 Fab.	DR.	IFR.	IFR.	CL.	D.			
Minerva	5	209 69	P 38x7	P 38x7d	6-3 74x5.51	SL	6 Ch. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	2 MIF	Sp.	IFR.	IFR.	CL.	D.			
Minerva	5	225 69	P 38x7	P 38x7d	4-4 33x5.51	SL	4 Ch. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	4 Fab.	Sp.	IFR.	IFR.	CL.	D.			
ITALIAN																									
Fiat	1½	120 56	P 30x5	P 32x6	4-2 95x5.11	L	4 Ch. abc	Pu.	Sol.	G.	B.	Yes.	Yes.	MD.	Eng.	4 R.	1 Met.	Sp.	IFR.	IR.	WW.	D.			
Fiat	2	126 58	P 32x6	P 32x6	6-2 83x4.05	L	6 Pin. abc	Pu.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	4 C.	2 Met.	Wo	IFR.	IR.	WS.	D.			
Lancia	2½	170 64	P 95x5x155	P 95x5x155d	4-4 33x5.11	L	4 Pin. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	SP.	Sep.	4 C.	2 Met.	Sp.	IFT.	IR.	WS.	D.			
Lancia	2½	185 64	P 95x5x155	P 95x5x155d	4-4 33x5.11	L	4 Pin. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	SP.	Sep.	4 C.	2 Met.	Sp.	IFT.	IR.	WS.	D.			
Lancia	4	233 73	P 98x5x205	P 98x5x205	6-3 93x5.90	I	6 Pin. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4 C.	2 MIF	Sp.	IFR.	IR.	WS.	D.			
Spa	2½	137 59	P 32x6	P 32x6d	4-3 34x4.72	L	4 Pin. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 R.	1 Met.	DR.	IFR.	IFRT	WS.	D.			
Spa	3	177 61	P 34x7	P 34x7d	4-3 93x5.51	L	4 Pin. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	3 Fab.	DR.	IFR.	IFRT	WS.	D.			
Spa	5	157 65	P 36x8	P 36x8d	4-3 93x5.51	L	4 Pin. abc	Pu.	Zen.	V.	M.	Yes.	Yes.	MD.	Eng.	4 C.	3 Fab.	DR.	IFR.	IFRT	WS.	D.			
GERMAN																									
Adler	1½	125 53	P 6x20	P 6x20	4-2 95x4.33	L	4 Ch. abc	Pu.	Sol.	V.	B.	Yes.	Yes.	SP.	Eng.	3 C.	2 Met.	Sp.	EFR.	ET.	WS.	D.			
Adler	1½	132 57	P 6.5x20	P 6.5x20	6-2 95x4.33	L	6 Ch. abc	Pu.	Sol.	V.	B.	Yes.	Yes.	SP.	Eng.	3 C.	2 Met.	Sp.	EFR.	ET.	WS.	D.			
Brennabor	NL35	110 50	P 5.25x18	P 5.25x18	4-2 91x3.78	L	4 He. abcde	Pu.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	3 C.	2 Met.	Sp.	IF.	IR.	WS.	D.			
Brennabor	BL35	118 50	P 5.25x18	P 5.25x18	6-2 91x3.78	L	6 He. abcde	Pu.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	3 C.	2 Met.	Sp.	IF.	IR.	WS.	D.			
Brennabor	ATZ32	156 56	P 7x20	P 7x20	6-3 03x4.37	L	6 Ch. abc	Pu.	Sol.	V.	B.	Yes.	Yes.	SP.	Eng.	4 C.	2 Met.	Sp.	IF.	IT.	WS.	A.			
Buessing-NAG	40	185 72	P 40x8	P 40x8d	6-4 52x5.9	I	2 He. abc	Pu.	Own.	V.	M.	Yes.	Yes.	Co.	Sep.	4 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Buessing-NAG	50	204 75	P 40x8	P 40x8d	6-4 52x5.9	I	2 He. abc	Pu.	Own.	V.	M.	Yes.	Yes.	Co.	Sep.	4 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Buessing-NAG	50	234 75	P 10.5x20	P 10.5x20	6-4 52x5.9	I	2 He. abc	Pu.	Own.	V.	M.	Yes.	Yes.	Co.	Sep.	4 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Buessing-NAG	80	282 75	P 44x12	P 44x12	6-4 92x6.3	I	2 He. abc	Pu.	Own.	V.	M.	Yes.	Yes.	Co.	Sep.	4 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Buessing-NAG	401	141 59	P 7x20	P 7x20	4-3 54x4.92	I	4 He. abc	Pu.	Sum.	V.	B.	Yes.	Yes.	SP.	Eng.	3 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Buessing-NAG	506	177 62	P 6.5x20	P 6.5x20d	4-3 54x4.92	I	4 He. abc	Pu.	Sum.	V.	B.	Yes.	Yes.	SP.	Eng.	3 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Buessing-NAG	516	177 74	P 7.5x20	P 7.5x20d	6-3 34x4.72	I	6 He. abc	Pu.	Pal.	V.	B.	Yes.	Yes.	SP.	Eng.	4 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Daimler-Benz L2500	3	148 66	P 7x20	P 7x20d	6-3 15x5.11	L	6 He. abc	Pu.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	4 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Daimler-Benz L3000	3½	158 66	P 7.5x20	P 7.5x20d	6-3 23x5.11	L	6 He. abc	Pu.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	4 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Daimler-Benz L4000	5½	165 67	P 7x38	P 7x38d	6-4 13x5.9	L	3 He. abc	Pu.	Pal.	G.	B.	Yes.	Yes.	MD.	Eng.	4 C.	2 Met.	DR.	IFR.	ET.	WS.	D.			
Daimler-Benz L5000	6	177 69	P 40x8	P 40x8d	6-4 13x6.49	I	3 He. abcde	Pu.	Die.	G.	B.	Yes.	Yes.</												



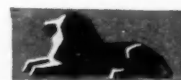
CONTINENTAL GASOLINE TRUCKS



MAKE AND MODEL	Tons Capacity	GENERAL INFORMATION				ENGINE				ELECTRICAL SYSTEM		TRANSMISSION				RUNNING GEAR								
		Wheelbase (In.)	Track (In.)	Tire Size and Type		No. of Cylinders Bore and Stroke	Valve Arrangement	Cyls. Cast in One Block	Camshaft Drive	Oiling System (Pressure to)	Water Circulation	Fuel System	Current Source	Starter Fitted?	Generator Fitted?	Clutch Type	Gearset			Final Drive	Brakes		Steering Gear Type	Wheels Type
				Front (m.m. or inches)	Rear (m.m. or inches)												Location	No. Fwd. Speeds	Position of Lever		Universal Joints	Foot Type and Location		
GERMAN—Cont.																								
Horch (6-wh.)	2	125 62	P 32x6	P 32x6	8-2.63x4.64	8	He...	abc	Pu...	Sol...	V...	B...	Yes...	Yes...	MD...	Eng...	8 C...	Met...	Sp...	IF...	IF...	SN...	D...	
Krupp L3N62	5	204 67	P 30x8	P 36x8d	6-3.54x6.3	6	Sp...	abc	Pu...	Pal...	Pu...	M...	Yes...	Yes...	SP...	Eng...	4 C...	F.M...	DR...	IF...	IF...	SN...	CS...	
Krupp (6-wh.) L3H63	5	208 69	P 34x7.5	P 34x7.5	6-3.54x6.3	6	Sp...	abc	Pu...	Pal...	Pu...	M...	Yes...	Yes...	SP...	Eng...	4 C...	F.M...	DR...	IF...	IF...	SN...	CS...	
Krupp L5N62	7	197 67	P 40x8	P 40x8d	6-3.93x6.3	6	Sp...	abc	Pu...	Pal...	Pu...	M...	Yes...	Yes...	SP...	Eng...	4 C...	F.M...	DR...	IF...	IF...	SN...	CS...	
Krupp (6-wh.) L8N63	10	189 78	P 44x10	P 44x10	6-5.19x6.3	6	Sp...	abc	Pu...	Sol...	Pu...	M...	Yes...	Yes...	SP...	Eng...	4 C...	Fab...	Wo...	IS...	IS...	SN...	CS...	
Ley	2 1/2	177 59	P 6.5x20	P 6.5x20d	6-3.15x4.72	4	Ch...	abc	Pu...	Sol...	G...	B...	Yes...	Yes...	SP...	Eng...	3 C...	Met...	DR...	IF...	ET...	WS...	D...	
*Maffei (artic. 6-wh.)	8	94 57	P 32x6	P 32x6d	4-3.93x5.9	4	He...	abc	Pu...	Ork...	G...	M...	Yes...	Yes...	MD...	Eng...	5 C...	F.M...	DR...	IF...	IF...	SN...	CS...	
Magirus M15	2	157 60	P 20x7	P 20x7	6-3.34x4.92	6	Sp...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	SP...	Eng...	4 C...	Met...	Sp...	IF...	IF...	SN...	D...	
Magirus M25	2 1/2	163 63	P 20x7	P 20x7	6-3.46x4.92	6	Sp...	abc	Pu...	Zen...	V...	M...	Yes...	Yes...	SP...	Eng...	4 C...	F.M...	Sp...	IF...	IF...	SN...	D...	
Magirus M40	4 1/2	177 67	P 34x7	P 34x7d	6-3.74x5.31	6	Sp...	abc	Pu...	Sol...	V...	M...	Yes...	Yes...	MD...	Eng...	4 C...	Met...	DR...	IF...	IF...	SN...	D...	
Magirus M50	5 1/2	238 76	P 38x9	P 38x9d	6-3.76x6.1	6	Sp...	abc	Pu...	Sol...	Pu...	Mb...	Yes...	Yes...	MD...	Eng...	4 C...	F.M...	DR...	IF...	IF...	SN...	D...	
M.A.N. 1580A	4 1/2	177 71	P 38x7	P 38x7d	4-4.52x7.08	4	He...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Eng...	4 C...	Met...	DR...	ET...	IF...	WS...	D...	
M.A.N. Nob 6	4 1/2	193 73	P 38x7	P 38x7d	4-4.52x7.08	4	He...	SpP...	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Eng...	4 C...	F.M...	DR...	ET...	IF...	WS...	CS...	
M.A.N. 5KVB 4	7	220 70	P 40x8	P 40x8d	4-4.52x7.08	4	He...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Eng...	4 C...	F.M...	DR...	ET...	IF...	WS...	CS...	
M.A.N. FIH 6	7	224 70	P 38x9	P 38x9d	6-4.33x6.49	2	He...	SpP...	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Sep...	4 C...	Met...	DR...	IF...	IF...	WS...	D...	
M.A.N. (Diesel)	10/12	224 70	P 38x9	P 38x9d	6-4.72x7.08	6	He...	abc	Pu...	N...	Pu...	Die...	Yes...	Yes...	MD...	Sep...	4 C...	Met...	DR...	IF...	IF...	WS...	D...	
M.A.N. (6-wh.) SIH 6	10/12	279 78	P 40x10	P 40x10	6-4.72x7.08	6	He...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Sep...	4 C...	Met...	Wo...	IS...	IMR...	WS...	CS...	
M.A.N. (6-wh.) 1086A	10/12	225 78	P 40x10	P 40x10	6-4.72x7.08	2	He...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Sep...	4 C...	Met...	Wo...	IS...	IMR...	WS...	CS...	
Nacke	3 1/2	161 63	P 32x6	P 32x6d	4-4.52x5.9	2	Sp...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4 C...	Fab...	Wo...	IF...	ET...	SN...	D...	
Nacke	4	165 67	P 38x7	P 38x7d	4-5.11x6.7	2	Sp...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4 C...	Fab...	Wo...	IF...	ET...	SN...	D...	
Nacke	5 1/2	177 67	P 40x8	P 40x8d	4-4.52x6.3	2	Sp...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4 C...	Fab...	Wo...	IF...	ET...	SN...	D...	
Opel	1 1/2	130 56	P 6x20	P 6.5x20	4-3.5x4.13	4	He...	abc	Th...	Sol...	Pu...	Bat...	Yes...	Yes...	MD...	Eng...	3 C...	2M...	Sp...	IF...	IT...	WS...	D...	
Opel	2	157 61	P 6x20	P 6x20d	6-3.12x4.61	6	Ch...	abc	Pu...	Sol...	Pu...	Bat...	Yes...	Yes...	Sp...	Eng...	3 C...	2M...	Sp...	IF...	ET...	WS...	D...	
Phaenomen, air-cooled 4RL	3/4	118 53	P 28x5.25	P 28x5.25	4-2.91x3.54	4	He...	SpP...	Air...	Sol...	G...	B...	Yes...	Yes...	SP...	Eng...	3 C...	2 Fab...	Sp...	IF...	IF...	WS...	D...	
Phaenomen, air-cooled 4Z4	1 1/4	127 56	P 32x6	P 32x6	4-3.34x4.13	4	He...	SpP...	Air...	Sol...	G...	B...	Yes...	Yes...	SP...	Eng...	4 C...	2 Met...	Sp...	IF...	IF...	WS...	D...	
Richard & Co. CA2	3 1/4	140 61	P 38x7	P 38x7d	4-3.93x6.29	2	He...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Eng...	4 C...	Met...	DR...	ET...	IF...	WS...	D...	
Richard & Co. BL4E	4	162 65	P 38x7	P 38x7d	4-4.33x6.29	2	He...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	Co...	Sep...	4 C...	Met...	DR...	ET...	IF...	WS...	D...	
Rumpler (Front Drive)	6	193 76	P 40x10.5	P 40x10.5	6-4.70x6.61	6	Ch...	abc	Pu...	May...	V...	Mb...	Yes...	Yes...	SP...	Eng...	3 C...	Met...	SwA...	DR...	ET...	IF...	WS...	D...
Vomag 50Z	7	220 72	P 40x8	P 40x8d	4-5.11x6.3	2	Sp...	abc	Pu...	Zen...	V...	M...	Yes...	Yes...	Co...	Sep...	4 C...	2 Met...	DR...	IF...	IF...	SN...	CS...	
Vomag 5Cz 6FH	7	220 72	P 40x8	P 40x8d	6-4.52x6.3	2	Sp...	abc	Pu...	Zen...	V...	M...	Yes...	Yes...	Co...	Sep...	4 C...	2 Met...	DR...	IF...	IF...	SN...	CS...	
Vomag (6-wh.) DL	10	256 76	P 40x10	P 40x10	6-5.11x6.3	2	Sp...	abc	Pu...	Zen...	V...	M...	Yes...	Yes...	Co...	Sep...	4 C...	F.M...	DR...	IS...	IMR...	SN...	CS...	
Zschopauer Motorenwerke (2C)	3/4	116 53	P 26x4	P 26x4	2-2.91x2.67	2	N...	Petro...	Th...	Dkw...	G...	B...	Yes...	Yes...	SP...	Eng...	3 C...	Fab...	Sp...	IF...	IF...	WS...	D...	
AUSTRIAN																								
Austro-Fiat 1001A	1 1/2	118 55	P 5.5x20	P 5.5x20d	4-3.34x3.74	4	He...	abc	Th...	Zen...	G...	B...	Yes...	Yes...	SP...	Eng...	4 C...	Met...	Sp...	IF...	IF...	WS...	D...	
Austro-Fiat AFN	2 1/2	122 55	P 30x5	P 30x5d	4-3.34x4.92	4	He...	abc	Th...	Zen...	G...	M...	Yes...	Yes...	SP...	Eng...	4 C...	Met...	Sp...	IF...	IF...	WS...	D...	
Austro-Fiat AF-25	4	157 63	P 34x7	P 34x7d	4-4.13x5.9	4	He...	abc	Th...	Zen...	V...	M...	Yes...	Yes...	SP...	Eng...	4 C...	F.M...	DR...	IF...	IF...	WS...	D...	
Austrian Saurer 2BH	2 1/2	157 61	P 32x6	P 32x6d	4-3.93x5.9	4	He...	abc	Pu...	Sau...	G...	M...	Yes...	Yes...	MD...	Eng...	4 C...	2 Met...	Sp...	IF...	IF...	WS...	D...	
Austrian Saurer 3BH	3	165 63	P 32x6	P 32x6d	4-3.93x5.9	4	He...	abc	Pu...	Sau...	G...	M...	Yes...	Yes...	MD...	Eng...	4 C...	2 Met...	Sp...	IF...	IF...	WS...	D...	
Austrian Saurer 4BH	4	177 63	P 34x7	P 34x7d	4-3.93x5.9	4	He...	abc	Pu...	Sau...	G...	M...	Yes...	Yes...	MD...	Eng...	4 C...	2 Met...	Sp...	IF...	IF...	WS...	D...	
Austrian Saurer 4BN	4 1/2	173 63	P 36x8	P 36x8d	6-3.93x5.11	6	He...	abc	Pu...	Sau...	G...	M...	Yes...	Yes...	MD...	Eng...	4 C...	2 Met...	Sp...	IF...	IF...	WS...	D...	
Austrian Saurer 5BL	5	196 67	P 40x8	P 40x8d	6-4.33x5.9	6	He...	abc	Pu...	Sau...	G...	M...	Yes...	Yes...	MD...	Eng...	4 C...	2 Met...	DR...	IF...	IF...	WS...	D...	
Fross-Buessing IIIFB	3-4	196 66	P 34x7	P 34x7d	6-3.93x6.61	6	He...	abc	Pu...	Pal...	Pu...	Mb...	Yes...	Yes...	SP...	Sep...	4 C...	F.M...	DR...	IF...	IF...	WS...	D...	
Fross-Buessing VFBM	5-6	189 62	P 36x8	P 36x8d	6-3.76x6.1	6	Ch...	abc	Pu...	May...	Pu...	Mb...	Yes...	Yes...	SP...	Sep...	4 C...	F.M...	DR...	IF...	IF...	WS...	CS...	
Graef & Stift V5	2 1/2	145 59	P 32x6	P 32x6d	4-4.54x5.51	4	Ch...	abc	Pu...	Zen...	G...	M...	Yes...	Yes...	Co...	Sep...	4 C...	2 Met...	Sp...	EF...	IT...	SN...	D...	
Graef & Stift V6	3 1/2	168 63	P 34x7	P 34x7d	4-4.13x5.9	4	Ch...	abc	Pu...	Zen...	G...	M...	Yes...	Yes...	Co...	Eng...	4 C...	2 Met...	Sp...	IF...	ET...	SN...	D...	
Perl L6	2	141 57	P 30x5	P 32x5d	6-2.87x4.72	6	He...	abc	Pu...	Str...	G...	B...	Yes...	Yes...	MD...	Eng...	4 C...	2 Met...	Sp...	IF...	ET...	SN...	D...	
Perl L600	2 1/2	151 61	P 32x6	P 32x6d	6-3.23x4.48	6	He...	abc	Pu...	Str...	G...	B...	Yes...	Yes...	MD...	Eng...	4 C...	3 Met...	Sp...	IF...	ET...	SN...	D...	
Perl L6000	3	159 63	P 32x6	P 32x6d	6-3.23x4.48	6	He...	abc	Pu...	Zen...	Pu...	B...	Yes...	Yes...	MD...	Eng...	4 C...	3 Met...	Sp...	IF...	ET...	SN...	D...	
Perl D4	1 1/2	131 59	P 32x6	P 32x6	4-3.85x4.25	4	Ch...	abc	Pu...	Zen...	Pu...	B...	Yes...	Yes...	SP...	Eng...	4 C...	2 Met...	Sp...	IF...	ET...	SN...	CS...	
Steyr XII N	1 1/2	130 50	P 30x5	P 30x5	6-2.41x3.46	6	Ch...	abc	Pu...	Pal...	G...	M...	Yes...	Yes...	MD...	Eng...	4 C...	Met...	Sp...	IF...	IF...	SN...	D...	
Steyr XV	3	145 61	P 32x6	P 32x6	6-3.15x4.33	6	Sp...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Eng...	4 C...	Met...	Wo...	IF...	IF...	SN...	D...	
Steyr XVII	4	145 63	P 34x7	P 34x7d	6-3.46x4.33	6	Sp...	abc	Pu...	Pal...	V...	M...	Yes...	Yes...	MD...	Eng...	4 C...	Met...	Wo...	IF...	IF...	SN...	D...	
W.A.F.	3-5	173 74	P 1025x185	P 1025x185d	4-4.13x6.3	4	He...	abc	Pu...	WAF...	G...	M...	Yes...	Yes...	MD...	Eng...	4 C...	Met...	Ch...	ET...	IF...	WS...	CS...	
W.A.F.	3-5	173 74	P 38x7	P 38x7d	4-4.13x6.3	4	He...	abc	Pu...	WAF...	G...	M...	Yes...	Yes...	MD...	Eng...	4 C...	Met...	St...	ET...	IF...	WS...	D...	
HUNGARIAN																								
Ungarische Allgemeine Maschinenfabrik	1	126 56	P 31x6.75	P 31x6.75	6-2.8x3.93	6	He...	abc	Th...	Zen...	V...	B...	Yes...	Yes...	SP...	Eng...	3 C...	2 Met...	Sp...	IF...	ET...	WS...	D...	
CZECHO-SLOVAKIAN																								
Czechoslovenske Zbrojovka Z18	3/4	109 44	P 28x5.25	P 28x5.25	2-3.15x3.93	2	N...	Petro...	Th...	Zen...	G...	M...	Yes...	Yes...	SP...	Eng...	3 C...	Fab...	Sp...	IF...	IF...	WS...	D...	
Praga AN	1 1/2	134 54	P 6x20	P 6x20	4-2.85x4.33	4	He...	abc	Th...	Zen...	G...	B...	Yes...	Yes...	SP...	Eng...	4 C...	Met...	DR...	IF...	IF...	WS...	D...	
Praga L	3	142 53	P 36x6	P 36x6	4-3.54x5.91	4	He...	abc	Pu...	Zen...	V...	M...	Yes...	Yes...	SP...	Sep...	4 R...	Met...	DR...	ET...	IF...	SN...	D...	
Praga N	5	161 67	P 38x7	P 38x7	4-4.33x6.3	4	He...	abc	Pu...	Zen...	V...	M...	Yes...	Yes...	SP...	Sep...	7 R...	Met...	DR...	ET...	IF...	SN...	D...	
Tatra 13	1 1/2	120 55	P 27x4.75	P 32x6	2-3.23x3.93	2	Sp...	abc	Air...	Zen...	G...	M...	Yes...	Yes...	MD...	Eng...	4 C...	N...	SwA...	IF...	IF...	SN...	D...	
Tatra (6-wh.)	30	131 55	P 30x6.5																					



BRITISH TRUCKS



MAKE OF TRUCK	GENERAL					ENGINE										TRANSMISSION		REAR AXLE		MISCELLANEOUS								
	Load Capacity Long Tons	Wheelbase (Ins.)	Track (Ins.)	Tires		No. of Cylinders	Bore and Stroke (Ins.)	Valve Arrangement	Camshaft Drive	Water Circulation	Oiling System Pressure to	Fuel System		Electrical System		Clutch Type	Gearset		Type	Final Drive	Gear Ratio on Direct	Brakes Type & Location		Brake Operation	Wheels Type			
				Type	Front (Ins.)							Rear (Ins.)	Carburetor Make	Fuel Feed	Ignition Type		Generator Fitted?	Starter Fitted?				Location	No. Forward Speeds			Control Lever	Hand	Foot
A.E.C.	3 1/2	168	70	4 P.	34x7	4	4 1/2 x 5 1/2	I.	C&H.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	SP.	Eng.	4 C.	1/2 Fl.	Wo.	6.25	IrW.	IFw.	Vac.	Diak.		
A.E.C.*	4	140	70	4 P.	38x7	4	4 1/2 x 5 1/2	I.	C&H.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	SP.	Eng.	4 C.	1/2 Fl.	Wo.	7.25	IrW.	IFw.	Vac.	Diak.		
A.E.C.*†	6	199	76	4 P.	40x8	6	4 1/2 x 5 1/2	I.	C&H.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	SP.	Eng.	4 C.	FF.	DR.	8.0	IrW.	IFw.	Vac.	Diak.		
A.E.C.*†	8	199	76	4 P.	42x9	6	4 1/2 x 5 1/2	I.	C&H.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	SP.	Eng.	4 C.	FF.	DR.	9.3	IrW.	IFw.	Vac.	Diak.		
A.E.C.	4	156	68	4 P.	38x7	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	Co.	Sep.	4 R.	FF.	Wo.	7.25	IrW.	IFw.	DM.	Diak.		
A.E.C.	4	138	74	4 P.	40x8	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Sol.	V.	M.	Yes.	No.	Co.	Sep.	4 R.	FF.	Wo.	8.25	IrW.	IFw.	DM.	Diak.		
Albion.	1 1/2	129	57	4 P.	33x5	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Ex.	No.	SP.	Eng.	4 R.	FF.	Wo.	6.5	IrW.	IFw.	DM.	Diak.		
Albion.	2	150	60	4 P.	32x6	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	4 C.	FF.	Wo.	6.75	IrW.	IFw.	Vac.	Diak.		
Albion.	3	156	70	4 P.	34x7	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Yes.	No.	SP.	Sep.	4 R.	FF.	Wo.	5.7	ETr.	IrW.	DM.	Diak.		
Albion.	4	168	74	4 P.	38x7	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Yes.	No.	SP.	Sep.	4 R.	FF.	Wo.	7.0	IrW.	IFw.	DM.	Diak.		
Albion*	5	132	74	4 P.	36x8	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Yes.	No.	SP.	Sep.	4 R.	FF.	Wo.	7.0	IrW.	IFw.	DM.	Diak.		
Albion*	4	127	67	6 P.	36x6	4	4 1/2 x 4 1/2	L.	Hel.	Pu.	ab.	Zen.	G.	M.	Yes.	No.	SP.	Sep.	4 R.	FF.	Wo.	7.0	IrW.	IFw.	Vac.	Diak.		
A.T.	2 1/2	131	56	4 S.	24x3 1/2	4	4 1/2 x 4 1/2	L.	Hel.	Pu.	Spl.	V.	B.	Yes.	No.	SP.	Eng.	4 C.	1/2 Fl.	Wo.	7.25	IFw.	IFw.	DM.	Diak.			
Austin	1 1/2	75	40	4 P.	26x2 1/2	4	2 1/2 x 3	L.	Hel.	Th.	Spl.	Zen.	G.	B.	Yes.	Yes.	SP.	Eng.	3 C.	1/2 Fl.	Sp.	4.9	IFw.	IFw.	DM.	Wire.		
Austin	1 1/2	112	56	4 P.	30x5	4	2 1/2 x 4 1/2	L.	Ch.	Pu.	abce.	Zen.	V.	M.	Yes.	Yes.	SP.	Eng.	4 C.	1/2 Fl.	Sp.	5.1	ETr.	IFw.	DM.	HS.		
Bean.	1 1/2	133	56	4 P.	32x6	4	2 1/2 x 5 1/2	L.	Hel.	Th.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Sep.	4 R.	FF.	Wo.	6.5	IrW.	IFw.	DM.	Diak.		
Bean.	2 1/2	133	56	4 P.	36x8	4	3 1/2 x 5 1/2	L.	Hel.	Th.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Sep.	4 R.	FF.	Wo.	7.33	IrW.	IFw.	DM.	Diak.		
Bean.	3	157	56	4 P.	36x8	4	3 1/2 x 5 1/2	L.	Hel.	Th.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Sep.	4 R.	FF.	Wo.	7.33	IrW.	IFw.	DM.	Diak.		
Bean.	4	157	67	4 P.	36x6	4	4 1/2 x 5 1/2	L.	Hel.	Th.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Sep.	4 R.	FF.	Wo.	8.25	IrW.	IFw.	DM.	Diak.		
Bristol	2	150	64	4 P.	34x7	4	4 1/2 x 5 1/2	L.	Ch.	Th.	abce.	Cl.	V.	M.	Yes.	No.	SP.	Sep.	4 C.	FF.	Wo.	7.0	IrW.	ETr.	DM.	Diak.		
Bristol	4	192	77	4 P.	38x7	4	4 1/2 x 5 1/2	L.	Ch.	Th.	abce.	Cl.	V.	M.	Yes.	No.	SP.	Sep.	4 C.	FF.	Wo.	7.0	IrW.	ETr.	DM.	Diak.		
Burford.	1 1/2	126	56	4 P.	32x6	4	3 1/2 x 5 1/2	L.	Hel.	Pu.	ab.	G.	M.	Yes.	Ex.	MD Eng.	3 C.	1/2 Fl.	IG.	Wo.	7.0	IrW.	IFw.	DM.	Diak.			
Burford.	2 1/2	144	62	4 P.	36x6	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	ab.	G.	M.	Yes.	Ex.	MD Eng.	3 C.	1/2 Fl.	IG.	Wo.	8.6	Tr.	IrW.	DM.	Diak.			
Clyde	2	123	57	4 P.	34x7	4	3 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Zen.	V.	M.	Yes.	No.	MD Eng.	3 C.	1/2 Fl.	Wo.	6.5	IrW.	IFw.	DM.	Diak.			
Clyde	2 1/2	150	57	4 P.	36x6	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Zen.	V.	M.	Yes.	No.	MD Eng.	3 C.	1/2 Fl.	Wo.	6.5	IrW.	IFw.	DM.	Diak.			
Clyde	3	200	64	4 P.	36x6	4	6 3/4 x 5	L.	Hel.	Pu.	abce.	Zen.	V.	M.	Yes.	Yes.	MD Eng.	4 C.	FF.	Wo.	6.0	IrW.	IFw.	Vac.	Diak.			
Commer.	2	144	64	4 P.	33x5	4	6 3/4 x 4 1/2	F.	Ch.	Pu.	abce.	Sol.	Pu.	B.	Yes.	Yes.	SP.	Eng.	4 C.	FF.	Wo.	6.57	IrW.	IFw.	DM.	Diak.		
Commer.	3	159	68	4 P.	32x6	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Sep.	4 R.	FF.	Wo.	6.4	IrW.	IFw.	DM.	Diak.		
Commer.	4	171	73	4 P.	36x7	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Sep.	4 R.	FF.	Wo.	7.75	IrW.	IFw.	DM.	Diak.		
Commer.	7	168	76	4 P.	40x8	4	4 1/2 x 5 1/2	L.	Ch.	Pu.	abce.	Sol.	Pu.	B.	Yes.	Ex.	SP.	Eng.	4 R.	FF.	Wo.	9.67	IrW.	IFw.	Vac.	Diak.		
Crossley	1 1/2	120	62	6 P.	32x4 1/2	4	3 1/2 x 5 1/2	L.	Ch.	Pu.	abce.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	8 R.	FF.	Wo.	6.0	IrW.	IFw.	DM.	Diak.		
Crossley	3	150	64	6 P.	36x6	4	4 1/2 x 5 1/2	L.	Ch.	Pu.	abce.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	8 R.	FF.	Wo.	8.0	IrW.	IFw.	DM.	Diak.		
Dennis.	1 1/2	132	56	4 P.	33x5	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Cl.	G.	M.	Yes.	Ex.	Co.	Eng.	4 C.	FF.	Wo.	6.75	IrW.	IFw.	DM.	Diak.		
Dennis.	2 1/2	158	71	4 P.	32x6	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Cl.	G.	M.	Yes.	No.	Co.	Sep.	4 R.	FF.	Wo.	6.75	IrW.	ETr.	DM.	Diak.		
Dennis.	4	169	74	4 P.	38x7	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Cl.	G.	M.	Yes.	No.	Co.	Sep.	4 R.	FF.	Wo.	7.75	IrW.	ETr.	DM.	Diak.		
Dennis.	6	184	72	4 P.	40x8	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Cl.	G.	M.	Yes.	No.	Co.	Sep.	4 R.	FF.	Wo.	8.75	IrW.	ETr.	DM.	Diak.		
Dennis.	12	222	76	6 P.	40x8	4	6 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Cl.	V.	M.	Yes.	No.	Co.	Sep.	4 C.	FF.	Wo.	9.66	IrW.	IFw.	Vac.	Diak.		
F.W.D.*	4	124	57	4 P.	36x8	4	4 1/2 x 5 1/2	T.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	Yes.	MD Sep.	3 R.	FF.	Bev.	8.9	IrW.	IFw.	DM.	WCS.			
F.W.D.*	6	124	57	4 P.	36x8	4	4 1/2 x 5 1/2	T.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	Yes.	MD Sep.	3 R.	FF.	Bev.	8.9	IrW.	IFw.	DM.	WCS.			
F.W.D.*	6	150	63	6 P.	40x8	4	4 1/2 x 5 1/2	T.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	Yes.	MD Sep.	6 R.	FF.	Bev.	8.9	IrW.	IFw.	DM.	WCS.			
F.W.D.*	8	177	70	6 P.	38x9	4	6 3/4 x 5 1/2	L.	Ch.	Pu.	abce.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	8 R.	FF.	Sp.	7.75	IrW.	IFw.	DM.	WCS.		
Garner	2	144	61	4 P.	33x5	4	4 1/2 x 5 1/2	L.	Hel.	Th.	abce.	G.	M.	Yes.	Ex.	SP.	Eng.	4 C.	FF.	Wo.	6.5	IrW.	IFw.	DM.	Diak.			
Garner	2 1/2	144	61	4 P.	33x5	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	V.	M.	Yes.	Ex.	SP.	Eng.	4 R.	FF.	Wo.	6.5	IrW.	IFw.	DM.	Diak.			
Garner	3 1/2	149	61	4 P.	34x7	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	V.	M.	Yes.	Ex.	SP.	Eng.	4 C.	FF.	Wo.	6.5	IrW.	IFw.	DM.	Diak.			
Garner	2 1/2	136	62	6 P.	32x4 1/2	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	G.	M.	Yes.	Ex.	SP.	Eng.	4 R.	FF.	Wo.	7.25	IrW.	IFw.	Vac.	Diak.			
Gilford	2 1/2	144	66	4 P.	32x6	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Zen.	Pu.	M.	Yes.	Ex.	SP.	Eng.	4 C.	FF.	Wo.	6.5	ETr.	IFw.	Vac.	Diak.		
Guy.	1 1/2	125	57	4 P.	32x6	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes.	Yes.	SP.	Sep.	4 R.	FF.	Sp.	5.5	IrW.	IFw.	DM.	Diak.		
Guy.	1 1/2	134	57	4 P.	33x5	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes.	Yes.	SP.	Sep.	4 R.	FF.	Wo.	6.75	IrW.	IFw.	DM.	Diak.		
Guy.	2	147	57	4 P.	36x8	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Zen.	V.	M.	Yes.	Ex.	Co.	Sep.	4 R.	FF.	Wo.	7.25	IrW.	IFw.	DM.	Diak.		
Guy.	2 1/2	160	63	4 S.	30x4 1/2	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	Spl.	Sol.	G.	M.	Ex.	Ex.	Co.	Sep.	4 R.	FF.	Wo.	6.8	IrW.	IFw.	DM.	Diak.		
Guy.	3	174	63	4 S.	30x4 1/2	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	Spl.	Sol.	G.	M.	Ex.	Ex.	Co.	Sep.	4 R.	FF.	Wo.	7.5	IrW.	IFw.	DM.	Diak.		
Guy.	5	178	73	4 P.	38x8	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	Spl.	Sol.	V.	M.	Ex.	Ex.	Co.	Sep.	4 R.	FF.	Wo.	8.25	IrW.	IFw.	Vac.	Diak.		
Guy.	5	150	69	6 P.	36x6																							



BRITISH TRUCKS—Continued



MAKE OF TRUCK	GENERAL						Engine						TRANSMISSION			REAR AXLE			MISCELLANEOUS										
	Load Capacity Long Tons	Wheelbase (Ins.)	Tires			No. of Cylinders	Bore and Stroke (Ins.)	Valve Arrangement	Camshaft Drive	Water Circulation	Oiling System Pressure to	Fuel System		Electrical System		Clutch Type	Gearset		Type	Final Drive	Gear Ratio on Direct	Brakes Type & Location		Brake Operation	Wheels Type				
			Track (Ins.)	No. of Wheels	Type							Front (Ins.)	Rear (Ins.)	Carburetor Make	Fuel Feed		Ignition Type	Generator Fitted?				Starter Fitted?	Location			No. Forward Speeds	Control Lever	Hand	Foot
Singer	3 1/4	115	56	4 P.	29x5	29x5	6 2 1/2 x 3 3/4	L.	Ch.	Pu.	abce.	Sol.	V.	B.	Yes	Yes	SP.	Eng.	4 C.	1 1/2 Fl.	Sp.	5.0	IRw.	IFw.	DM.	HS.			
Singer	1 1/4	124	56	4 P.	32x6	32x6	6 2 1/4 x 3 1/2	L.	Ch.	Th.	abce.	Sol.	G.	B.	Yes	Yes	SP.	Eng.	4 C.	1 1/2 Fl.	Sp.	6.77	IRw.	IFw.	DM.	HS.			
Singer	2	133	59	4 P.	34x7	34x7	4 3 1/2 x 4 1/2	I.	Ch.	Pu.	abce.	Sol.	G.	B.	Yes	Yes	SP.	Eng.	4 C.	FF.	Wo.	6.5	IRw.	IFw.	Vac.	Disk.			
Star	2 1/2	174	62	4 P.	32x6	34x7	6 3 1/2 x 4 1/2	I.	Hel.	Pu.	abce.	Sol.	V.	M.	Yes	Ex.	DP.	Eng.	4 C.	FF.	Sp.	6.42	IRw.	IFw.	Vac.	Disk.			
Thornycroft	2	144	62	4 P.	34x7	34x7	4 3 3/4 x 5	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes	Ex.	SP.	Eng.	4 C.	1 1/2 Fl.	Wo.	6.25	IRw.	IRw.	DM.	Disk.			
Thornycroft	3	168	74	4 P.	38x7	38x7d	4 4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4 C.	FF.	Wo.	7.25	IRw.	ETr.	DM.	Disk.			
Thornycroft	5	174	72	4 P.	40x8	40x8d	4 4 1/2 x 6	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4 C.	FF.	Wo.	8.25	IRw.	ETr.	DM.	Disk.			
Thornycroft*	6	156	70	4 P.	40x8	40x8d	4 4 1/2 x 6	L.	Hel.	Pu.	abce.	Zen.	V.	M.	Ex.	Ex.	SP.	Eng.	4 C.	FF.	Wo.	8.25	IRw.	ETr.	DM.	Disk.			
Thornycroft*	3 1/2	150	66	6 P.	36x7	36x7	4 3 3/4 x 5 1/4	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes	Ex.	SP.	Eng.	8 C.	FF.	Wo.	7.75	IRw.	IRw.	Vac.	Disk.			
Thornycroft	5	216	78	6 P.	36x8	36x8	4 4 1/2 x 6	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes	Ex.	SP.	Eng.	8 C.	FF.	Wo.	8.25	IRw.	IRw.	Vac.	Disk.			
Thornycroft	5	216	78	6 P.	36x8	36x8	6 4 1/2 x 5 1/4	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes	Yes	SP.	Eng.	8 C.	FF.	Wo.	8.25	IRw.	IRw.	Vac.	Disk.			
Thornycroft*	10	201	75	6 P.	40x8	40x8	6 4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes	Yes	SP.	Eng.	4 C.	FF.	Wo.	10.7	IRw.	ITr.	Vac.	Disk.			
Tilling Stevens	3	156	74	4 P.	36x6	36x6d	4 4 1/2 x 5 1/2	L.	Ch.	Pu.	abce.	V.	M.	M.	Ex.	Ex.	SP.	Sep.	4 C.	FF.	Wo.	5.75	IRw.	IRw.	DM.	Disk.			
Tilling Stevens	4	192	73	4 P.	36x8	34x7d	4 4 1/2 x 6	L.	Ch.	Pu.	abce.	V.	M.	Yes	Yes	Yes	Co.	Eng.	4 C.	FF.	Wo.	9.66	IRw.	IRw.	Vac.	Disk.			
Vulcan	2	126	60	4 P.	32x6	32x6d	4 3 3/4 x 5 1/2	L.	Ch.	Pu.	abce.	G.	M.	M.	Yes	Ex.	Co.	Eng.	4 C.	FF.	Wo.	7.0	IRw.	IRw.	DM.	Disk.			
Vulcan*	3	143	64	4 P.	32x6	32x6d	4 3 3/4 x 5 1/2	L.	Hel.	Pu.	abce.	V.	M.	M.	Yes	Ex.	SP.	Sep.	4 C.	FF.	Wo.	7.0	ETr.	IRw.	DM.	Disk.			
Vulcan	3 1/2	150	62	4 P.	32x6	32x6d	4 4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	G.	M.	M.	Yes	Ex.	Co.	Sep.	4 C.	FF.	Wo.	7.0	ETr.	IRw.	DM.	Disk.			
Vulcan	2	146	64	6 P.	32x7 1/2	32x7 1/2d	4 3 3/4 x 5 1/2	L.	Ch.	Pu.	abce.	G.	M.	M.	Yes	Ex.	Co.	Eng.	4 C.	FF.	Wo.	7.25	IRw.	IRw.	Vac.	Disk.			
W. & G.	1 1/2	127	56	4 P.	33x5	32x6	4 3 1/2 x 5 1/2	I.	Ch.	Pu.	abce.	G.	M.	M.	Yes	Ex.	SP.	Eng.	4 C.	FF.	Wo.	7.25	IRw.	IFw.	Hyd.	Disk.			
W. & G.	3	135	60	4 S.	32x4	32x4d	4 3 1/4 x 5 1/2	L.	Ch.	Pu.	abce.	G.	M.	M.	Ex.	Ex.	Co.	Sep.	4 R.	FF.	Wo.	8.0	IRw.	IRw.	DM.	Disk.			

ABBREVIATIONS:

a—Main Bearings
(Oiling System)
Air—Compressed Air
b—Connecting Rod Big Ends
(Oiling System)
B—Battery
Bev—Bevel
c—Camshaft Bearings
(Oiling System)
C—Central
Ca—Cam

Ch—Chain
C&H—Chain and Helical Gear
CI—Compression Ignition
(Oil Engine)
Cla—Caudel
Co—Cone
C&P—Cone and Plate
d—Wrist Pins (Oiling System)
Dd—Dead Axle
DM—Direct Mechanical
DR—Druble Reduction
e—Front End Gears or Chain
Eng—Unit with Engine

ET—External Transmission
Ex—Extra
F—In Head and Side
FF—Full Floating
1/2 Fl—Semi-floating
3/4 Fl—Three-quarters Floating
G—Gravity
Hel—Helical Gear
HS—Hollow Steel Spokes
Hyd—Hydraulic
I—Overhead
IFw—Internal Four Wheels
IG—Internal Gears

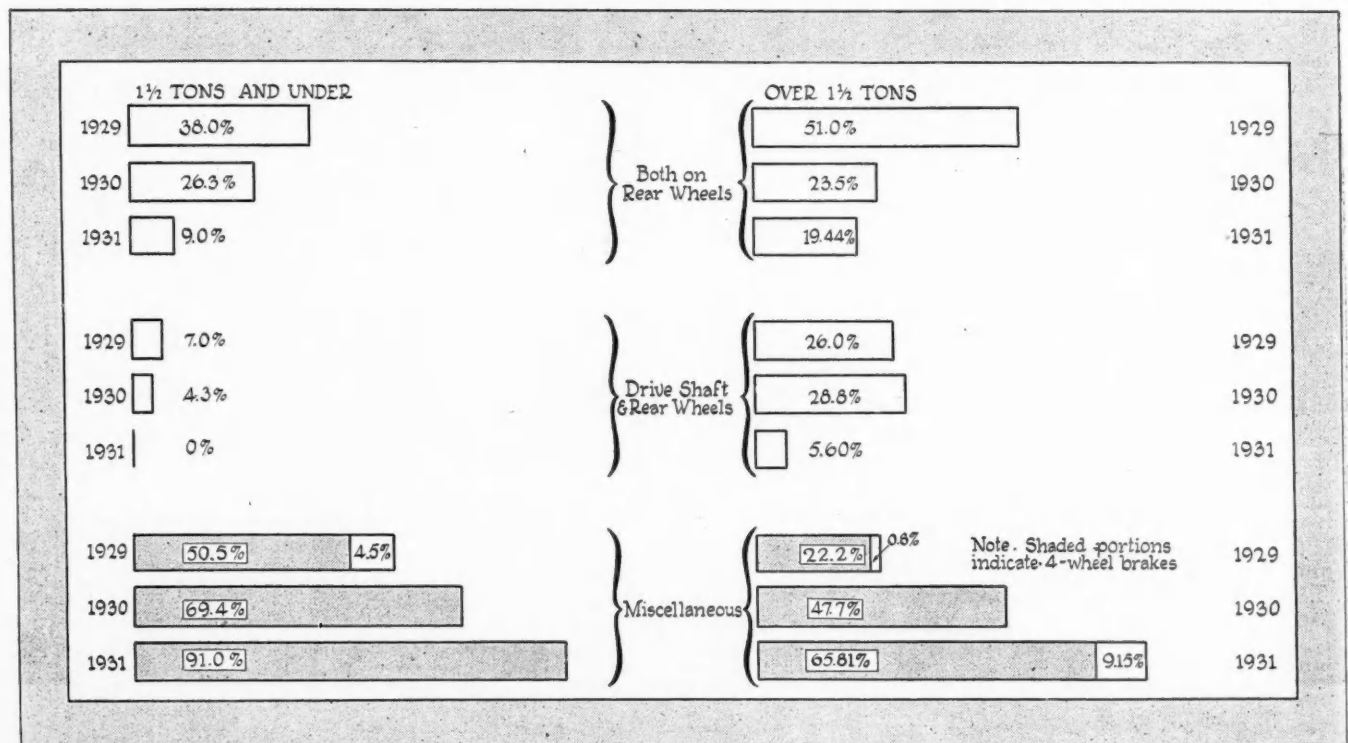
IRw—Internal Rear Wheels
ISw—Internal Six Wheels
L—Valves at Side
M—Magneto
MD—Multiple Disk
P—Pneumatic
Pu—Pump
R—Right Hand
S—Solid Tires
Sep—Separate
Sol—Solex
Sp—Spiral Bevel
SP—Single Plate
T—Valves Both Sides

ThS—Thermo Siphon
Tr—Transmission
TT—Tractor Truck
Vac—Vacuum Servo
WCS—Web Cast Steel
Wo—Worm
WS—Worm and Segment
WW—Worm and Wheel
Zen—Zenith
*—Driver Beside Engine
†—Also offered with 95 H.P.
6-cyl. Oil Engine
‡—Gas Electric

American Truck Trends

Service Brake Equipment

(Per Cent of Chassis Models, by Capacities, Equipped With Various Types)



AMERICAN AGRICULTURAL TRACTORS

MAKE AND MODEL	GENERAL										ENGINE										CLUTCH	BELT PULLEY		DRIVE								
	Price (\$)	Capacity No. of 14" Plows	Ploving Speed (M. P. H.)	Weight Complete (Lbs.)	*Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable (Ins.)	Drawbar— Belt Rating	Steering Type	Make	No. of Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Ploving Speed	Ignition System	Fuel System				Cooling System Type	TYPE AND MAKE	Diameter (Ins.)	Face (Ins.)	Belt Clutch Type	No. Faw. Speeds	Diameter & Face Traction Members (Ins.)	Drive Type to Traction Members	Drive Taken by	Non-Drive Wheels	Wheel or Truck?
																		Carburetor Make	Fuel Recommended	Air Cleaner Make												
Adv. Rumely. W	3	4	2.8a	5510	80½	30½	9½	H°	20-30	F.A.K.	Own.	2 5½x7	H. I.	850	.....	Own	Ker.	Don.	MO.	Pu.	.....	16	7½	MD	3	.....	SG.	Hub.	2	Wh.
Adv. Rumely. X	4	5	2.8a	7948	88	34½	11½	H°	25-40	F.A.K.	Own.	2 6½x8½	H. I.	750	.....	Own	Ker.	Don.	MO.	Pu.	.....	18½	8½	MD	3	.....	SG.	Hub.	2	Wh.
Adv. Rumely. Y	5-6	10	2.8a	11700	98	39	12½	H.	30-50	F.A.K.	Own.	2 7½x9½	H. I.	635	.....	Own	Ker.	Don.	MO.	Pu.	.....	21½	10	MD	3	.....	SG.	Hub.	2	Wh.
Adv. Rumely. Z	10	10	2.5a	16150	115	45	13½	H.	40-60	F.A.K.	Own.	2 9x11	H. I.	470	.....	Own	Ker.	Don.	MO.	Pu.	.....	25	10	MD	3	.....	SG.	Hub.	2	Wh.
Allis-Chalmers. U	995	3	3.33	4125	76½	13	9	H.	S.A.	Cont.	4 4½x5	V. L.	1200	Own	H.C.	Don.	MO.	Pu.	SP-Rock.	10	7½	JC.	4	SG.	Axle.	2	Wh.
Allis-Ch. 20-35...	1295	4	3.25	6000	90½	14½	11½	H.	20-35	F.A.K.	Own.	4 4½x6½	V. L.	930	Eise...	Kin.	Gas.	Own.	H.C.	Pu.	ES-Own.	13	8½	No.	2	50-12	IG.	Rum.	2	Wh.		
Bates.....F	3	3	3.0a	4850	80	16	12	B	18-25	F.A.K.	Beav.	4 4½x6	V. L.	1100	Bosch.	Kin.	G-K	Pom.	HC.	Pu.	SP-B&B.	12	8½	SP.	2	56-10	SG.	Axle.	2	Tr.		
Bates.....G	4	4	3.0a	6500	80	13½	12	H.	25-35	F.A.K.	Beav.	4 4½x6	V. L.	1000	Bosch.	Kin.	Gas.	Pom.	HC.	Pu.	SP-TDi.	12	8½	SP.	2	56-10	SG.	Axle.	2	Tr.		
Bates.....45	0	0	Var.	12200	78	12	14	H.	45-40	T.D.M.	Wauk.	4 5 x6½	V. L.	1000	Bosch.	Sch.	Gas.	Pom.	HC.	Pu.	3	78-14	SG.	Axle.	0	Tr.	
Bates.....35	0	0	Var.	11600	78	12	14	H.	35-30	T.D.M.	Wauk.	4 4½x6½	V. L.	1000	Bosch.	Sch.	Gas.	Pom.	HC.	Pu.	3	78-12	SG.	Axle.	0	Tr.	
Bates.....80	0	0	Var.	23250	98	14	15	H.	65	T.D.M.	Wauk.	4 6½x7	V. L.	1000	Bosch.	Str.	Gas.	Pom.	HC.	Pu.	3	98-18	SG.	Axle.	0	Tr.	
Beeman.....M	275	7-8	1.9a	550	17½	5	7¾	U.	2-4	H.B.	Own.	1 3½x4½	V. L.	1000	Heinze	Kin.	Gas.	Don.	CS.	Th.	Co-Own.	4½	3¾	No.	1	25-3½	SG.	Axle.	2	Wh.		
Beeman.....Jr	205	Var.	Var.	435	7½	14	B&S.	1 2½x2½	V. L.	Air	SP-	
Case.....L	3-4	3-4	Var.	79	26	.....	.....	H.	.....	F.A.K.	Own.	4 4½x6	V. I.	1100	.....	.....	.....	Own	HC.	Pu.	SP-	13	8½	.....	3	.....	Cha.	Axle.	2	Wh.
Case.....C	2-3	2-3	Var.	66	20	.....	.....	H.	.....	F.A.K.	Own.	4 3½x5½	V. I.	1100	.....	.....	.....	Own	HC.	Pu.	SP-	10½	6½	.....	3	.....	Cha.	Axle.	2	Wh.
Case.....CC	2	2	Var.	89	17	.....	.....	H.	.....	F.A.K.	Own.	4 3½x5½	V. I.	1100	.....	.....	.....	Own	HC.	Pu.	SP-	10½	6½	.....	3	.....	Cha.	Axle.	2	Wh.
Case.....CO	2-3	2-3	Var.	66	20	.....	.....	H.	.....	F.A.K.	Own.	4 3½x5½	V. I.	1100	.....	.....	.....	Own	HC.	Pu.	SP-	10½	6½	.....	3	.....	Cha.	Axle.	2	Wh.
Caterpillar...10	1100	2	2.6	4296	51	9	9½	H.	10-14	T.D.M.	Own.	4 3½x4	V. L.	1500	Eise...	Ens.	Vor	HC.	Pu.	SP-Own.	9½	6½	SLG	1	.....	SG.	Axle.	2	Tr.		
Caterpillar...15	1450	2	2.6	5696	54½	10½	10½	H.	15-20	T.D.M.	Own.	4 3½x5	V. L.	1250	Eise...	Ens.	Vor	HC.	Pu.	SP-Own.	10½	6½	SLG	1	.....	SG.	Axle.	2	Tr.		
Caterpillar...20	1900	2	2.6	7514	57	11½	12	H.	20-25	T.D.M.	Own.	4 4 x5½	V. I.	1100	Eise...	Ens.	Gas.	Vor	HC.	Pu.	SP-Own.	11½	6½	SLG	1	.....	SG.	Hub.	2	Tr.	
Caterpillar...30	2375	2	2.6	9725	61	12	13	H.	25-30	T.D.M.	Own.	4 4½x6½	V. I.	850	Eise...	Ens.	Gas.	Vor	HC.	Pu.	SP-Own.	12	8½	SLG	1	.....	SG.	Hub.	2	Tr.	
Caterpillar...60	4175	2	2.6	20015	79½	18	15½	H.	50-60	T.D.M.	Own.	4 6½x8½	V. I.	650	Eise...	Ens.	Gas.	Vor	HC.	Pu.	SP-Own.	15½	11	SLG	1	.....	SG.	Hub.	2	Tr.	
Deall.....PT	2	2	2.63	3250	60	Var.	10	H.	.....	F.A.K.	Wauk.	4 3½x4½	V. L.	1200	Split.	Zen.	.....	Don.	HC.	Th.	MD-TDi.	10	6½	No.	.....	.....	SG.	Axle.	2	Wh.
Deall.....PC	2	2	2.63	3075	103	Var.	32	H.	.....	T.D.M.	Wauk.	4 3½x4½	V. L.	1200	Split.	Zen.	.....	Don.	HC.	Th.	MD-TDi.	10	6½	No.	.....	.....	SG.	Axle.	1	Wh.
Eagle.....6A	1295	3-4	3.33	4700	80	15	10	V°	.....	F.A.K.	Her.	6 4 x4½	V. L.	1416	A.Bos.	Zen.	.....	Vor.	HC.	Pu.	DP-TDi.	16	8	.....	3	.....	SG.	Spks.	2	Wh.
Eagle.....H	3-4	3-4	2.00	6800	88	15	17	H.	16-30	F.A.K.	Own.	2 8 x8	H. I.	450	Dixie.	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES.	2	52-12	SG.	Rim.	2	Wh.		
Eagle.....H	4-5	4-5	2.00	7100	91	16	17	H.	20-40	F.A.K.	Own.	2 8 x10	H. I.	450	Dixie.	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES.	2	52-12	SG.	Rim.	2	Wh.		
Eagle.....E	3-4	3-4	2.00	7800	94	14	11½	H.	20-35	F.A.K.	Own.	2 8 x9	H. I.	450	Dixie.	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES.	2	48-14	SG.	Axle.	2	Wh.		
Eagle H20-40 Sp.	4-5	4-5	2.00	8150	96	17	17	H.	20-40	F.A.K.	Own.	2 8 x10	H. I.	450	Dixie.	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES.	2	52-18	SG.	Rim.	2	Wh.		
Fordson.....2	2	2	2.81	3112	63	21	11½	H.	14-26	F.A.K.	Own.	4 4½x5	V. L.	1100	RBos.	Zen.	Gas.	Own.	CS.	Pu.	.....	9½	6½	SLG	3	42-12	Wo.	Axle.	2	Wh.	
Fordson.....2	2	2	2.24	3112	63	21	11½	H.	14-26	F.A.K.	Own.	4 4½x5	V. L.	1100	RBos.	Kin.	Ker.	Own.	CS.	Pu.	.....	9½	6½	SLG	3	42-12	Wo.	Axle.	2	Wh.	
Gray.....25-50	2185	4	3.00	6900	140	34½	18	N.	25-50	F.A.K.	Wauk.	4 5 x6½	V. L.	1000	RBos.	*Str	Gas.	Ben.	CS.	Pu.	Co-Own.	11½	8½	Co.	2	54-54	Cha.	Rim.	2	Wh.		
Hart-Parr...12-24	2	3	3.33	4800	76	28	11½	H.	12-24	F.A.K.	Own.	2 5½x6½	H. I.	850	RBos.	Sch.	Ker.	Don.	MO.	Pu.	SP-Own.	13	8	SP.	3	46-10	SG.	Hub.	2	Wh.		
Hart-Parr...18-36	3	3	3.25	6100	83	32	11½	H.	18-36	F.A.K.	Own.	2 6½x7	H. I.	800	RBos.	Sch.	Ker.	Don.	MO.	Pu.	SP-Own.	14	9	SP.	3	51-12	SG.	Hub.	2	Wh.		
Hart-Parr...25-50	4	4	3.2	8600	91	32	11½	H.	28-50	F.A.K.	Own.	4 5½x6½	H. I.	850	RBos.	Sch.	Ker.	Don.	MO.	Pu.	SP-Own.	14	9	SP.	3	51-14	SG.	Hub.	2	Wh.		
Huber.....20-40	4	4	2.25	8200	93	30	14	U.	32-45	F.A.K.	Stea.	4 5½x6½	V. I.	1000	Eise...	Zen.	Gas.	Pom.	HC.	Pu.	MD-TDi.	15½	8	M D	2	56-18	SG.	Axle.	2	Wh.		
Huber.....25-50	5	5	2.25	8500	93	30	14	U.	40-62	F.A.K.	Stea.	4 5½x6½	V. I.	1000	Eise...	Zen.	Gas.	Pom.	HC.	Pu.	MD-TDi.	15½	9	M D	2	56-20	SG.	Axle.	2	Wh.		
Huber Light 4	4	4	3.08	5000	81	7½	11	H°	20-35	F.A.K.	Wauk.	4 4½x6½	V. I.	1150	Bosch.	Zen.	Gas.	Pom.	HC.	Pu.	SP-TDi.	17	8½	.....	2	50-14	SG.	Axle.	2	Wh.	
John Deere...D	3-4	3-4	3.41	4822	69½	27	10	U.	.....	F.A.K.	Own.	2 6½x7	H. I.	900	Split.	Sch.	G-K	Don.	HC.	Th.	MD-Own.	13½	8.5	M D	2	46-12	Cha.	Axle.	2	Wh.	
John Deere...GP	2	2	2.88	3806	70½	16	22	U.	.....	F.A.K.	Own.	2 6 x6	H. L.	950	Own.	Sch.	G-K	Don.	HC.	Th.	TDi-Own.	13	6½	T Di	3	42½-10	Cha.	Hub.	2	Wh.	
John Deere...WT	2	2	2.97	3964	75½	16	22	U.	.....	S.A.	Own.	2 6 x6	H. L.	950	Own.	Ens.	G-K	Don.	HC.	Th.	TDi-Own.	13	6½	T Di	3	44-10	Cha.	Hub.	2	Wh.	
LaCrosse...H	750	3	3.50	4000	90	15½	14	H.	12-24	F.A.K.	Own.	2 6 x6	H. I.	850	K-K.	Kin.	Ben.	MO.	Pu.	FD-Own.	10½	8	.....	1	.....	SI.	Rim.	2	Wh.	
*Lauson...6S	3-4	3-4	3.3a	.....	88	32	14	U.	22-35	F.A.K.	Wisc.	6 3½x5	V. I.	1300	A.Bos.	Til.	.....	Pom.	HC.	Pu.	ES-Own.	16	8	ES.	2	.....	SG.	Hub.	2	Wh.
*Lauson...6T1	3-4	3-4	3.5	10500	105	9	9	N.	25-45	F.A.K.	Le Roi	6 4½x5	V. I.	1050	A.Bos.	Til.	Gas.	Pom.	HC.	Pu.	MD-TDi.	18	8½	No.	2	54-	SG.	Hub.	2	Wh.		
*Lauson...S	3-4	3-4	3.25	5550	84	30	9	U.	20-35	F.A.K.	Le Roi	4 4½x6	V. I.	1100	A.Bos.	Til.	Gas.	Pom.	HC.	Pu.	ES-TDi.	16	8	No.	2	48-12	SG.	Hub.	2	Wh.		
McC-Deer...2	2	2	3.00	3850	85	16	30																									



BRITISH TRUCKS—Continued



MAKE OF TRUCK	GENERAL						Engine										TRANSMISSION			REAR AXLE		MISCELLANEOUS							
	Load Capacity Long Tons	Wheelbase (Ins.)	Track (Ins.)	No. of Wheels	Tires		No. of Cylinders	Bore and Stroke (Ins.)	Valve Arrangement	Camshaft Drive	Water Circulation	Oiling System Pressure to	Fuel System		Electrical System		Clutch Type	Gearset		Type	Final Drive	Gear Ratio on Direct	Brakes Type & Location		Brake Operation	Wheels Type			
					Type	Front (Ins.)							Rear (Ins.)	Carburetor Make	Fuel Feed	Ignition Type		Generator Fitted?	Starter Fitted?				Location	No. Forw'd Speeds			Control Lever	Hand	Foot
Singer	3 1/4	115	56	4	P.	29x5	29x5	6	2 1/2 x 3 3/4	L.	Ch.	Pu.	abce.	Sol.	V.	B.	Yes.	Yes.	SP.	Eng.	4	C.	1 1/2 Fl.	Sp.	5.0	IRw.	IFw.	DM.	HS.
Singer	1 1/4	124	56	4	P.	32x6	32x6	6	2 1/2 x 3 3/4	L.	Ch.	Th.	abce.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	1 1/2 Fl.	Sp.	6.77	IRw.	IFw.	DM.	HS.
Singer	2	133	59	4	P.	34x7	34x7	4	3 1/2 x 4 1/2	L.	Ch.	Pu.	abce.	Sol.	G.	B.	Yes.	Yes.	SP.	Eng.	4	C.	FF.	Wo.	6.5	IRw.	IFw.	Vac.	Disk.
Star	2 1/2	174	62	4	P.	32x6	34x7	6	3 1/2 x 4 1/2	I.	Hel.	Pu.	abce.	Sol.	V.	M.	Yes.	Ex.	DP.	Eng.	4	C.	FF.	Sp.	6.42	IRw.	IFw.	Vac.	Disk.
Thornycroft	2	144	62	4	P.	34x7	34x7	4	3 1/2 x 5	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	4	C.	1 1/2 Fl.	Wo.	6.25	IRw.	IFw.	DM.	Disk.
Thornycroft	3	168	74	4	P.	38x7	38x7d	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	7.25	IRw.	ETr.	DM.	Disk.
Thornycroft	5	174	72	4	P.	40x8	40x8d	4	4 1/2 x 6	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Ex.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	8.25	IRw.	ETr.	DM.	Disk.
Thornycroft*	6	156	70	4	P.	40x8	40x8d	4	4 1/2 x 6	L.	Hel.	Pu.	abce.	Zen.	V.	M.	Ex.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	8.25	IRw.	ETr.	DM.	Disk.
Thornycroft	3 1/2	150	66	6	P.	36x7	36x7	4	3 1/2 x 5 1/4	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	8	C.	FF.	Wo.	7.75	IRw.	IRw.	Vac.	Disk.
Thornycroft	5	216	78	6	P.	36x8	36x8	4	4 1/2 x 6	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	8	C.	FF.	Wo.	8.25	IRw.	IRw.	Vac.	Disk.
Thornycroft	5	216	78	6	P.	36x8	36x8	4	4 1/2 x 6	L.	Hel.	Pu.	abce.	Zen.	G.	M.	Yes.	Ex.	SP.	Eng.	8	C.	FF.	Wo.	8.25	IRw.	IRw.	Vac.	Disk.
Thornycroft*	10	201	75	6	P.	40x8	40x8	6	4 1/2 x 5 1/4	L.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	Yes.	SP.	Eng.	4	C.	FF.	Wo.	10.7	IRw.	ITr.	Vac.	Disk.
Tilling Stevens	3	156	74	4	P.	36x6	36x6d	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Sol.	V.	M.	Ex.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	5.75	IRw.	IRw.	DM.	Disk.
Tilling Stevens†	4	192	73	4	P.	36x8	34x7d	4	4 1/2 x 6	L.	Hel.	Pu.	abce.	Sol.	V.	M.	Yes.	Yes.	SP.	Eng.	4	C.	FF.	Wo.	9.66	IRw.	IRw.	Vac.	Disk.
Vulcan	2	126	60	4	P.	32x6	32x6d	4	3 1/2 x 5 1/2	L.	Ch.	Pu.	abce.	Sol.	G.	M.	Yes.	Ex.	Co.	Eng.	4	C.	FF.	Wo.	7.0	IRw.	IRw.	DM.	Disk.
Vulcan*	3	143	64	4	P.	32x6	32x6d	4	3 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Sol.	V.	M.	Yes.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	7.0	ETr.	IRw.	DM.	Disk.
Vulcan	3 1/2	150	62	4	P.	32x6	32x6d	4	4 1/2 x 5 1/2	L.	Hel.	Pu.	abce.	Sol.	G.	M.	Yes.	Ex.	Co.	Eng.	4	C.	FF.	Wo.	7.0	ETr.	IRw.	DM.	Disk.
Vulcan	2	146	64	6	P.	32x7 1/2	32x7 1/2d	4	3 1/2 x 5 1/2	L.	Ch.	Pu.	abce.	Sol.	G.	M.	Yes.	Ex.	Co.	Eng.	4	C.	FF.	Wo.	7.25	IRw.	IRw.	Vac.	Disk.
W. & G.	1 1/2	127	56	4	P.	33x5	32x6	4	3 1/2 x 5 1/2	I.	Ch.	Pu.	abce.	Sol.	G.	M.	Yes.	Ex.	SP.	Eng.	4	C.	FF.	Wo.	7.25	IRw.	IFw.	Hyd.	Disk.
W. & G.	3	135	60	4	S.	32x4	32x4d	4	3 1/2 x 5 1/2	L.	Ch.	Pu.	abce.	Sol.	G.	M.	Ex.	Ex.	Co.	Eng.	4	R.	FF.	Wo.	8.0	IRw.	IRw.	DM.	Disk.

ABBREVIATIONS:

a—Main Bearings
(Oiling System)
Air—Compressed Air
b—Connecting Rod Big Ends
(Oiling System)
B—Battery
Bew—Bevel
c—Camshaft Bearings
(Oiling System)
C—Central
Ca—Cam

Ch—Chain
C&He—Chain and Helical Gear
CI—Compression Ignition
(Oil Engine)
Cla—Caudel
Co—Cone
C&P—Cone and Plate
d—Wrist Pins (Oiling System)
Dd—Dead Axle
DM—Direct Mechanical
DR—Double Reduction
e—Front End Gears or Chain
Eng—Unit with Engine

ETr—External Transmission
Ex—Extra
F—In Head and Side
FF—Full Floating
1/2 Fl—Semi-floating
3/4 Fl—Three-quarters Floating
G—Gravity
Hel—Helical Gear
HS—Hollow Steel Spokes
Hyd—Hydraulic
I—Overhead
IFw—Internal Four Wheels
IG—Internal Gears

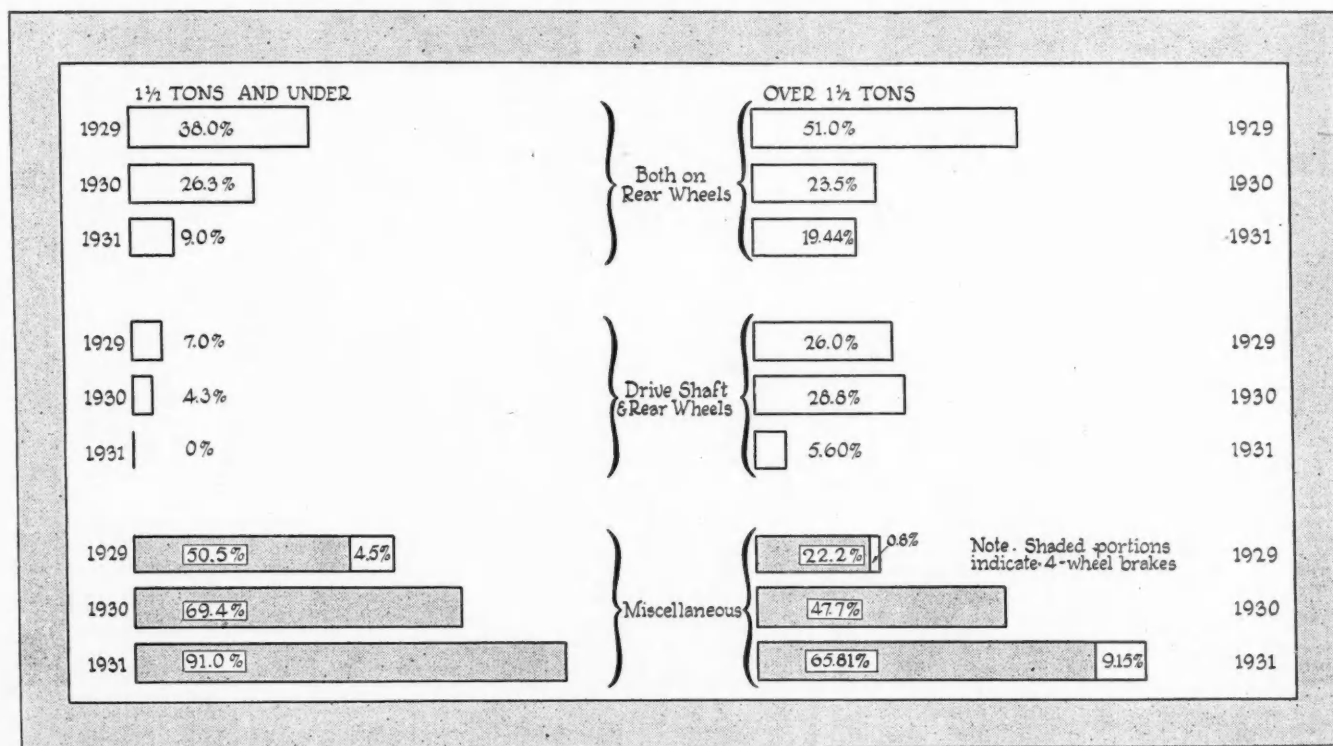
IRw—Internal Rear Wheels
ISw—Internal Six Wheels
L—Valves at Side
M—Magnet
MD—Multiple Disk
P—Pneumatic
Pu—Pump
R—Right Hand
S—Solid Tires
Sep—Separate
Sol—Solex
Sp—Spiral Bevel
SP—Single Plate
T—Valves Both Sides

ThS—Thermo Siphon
Tr—Transmission
TT—Tractor Truck
V—Vacuum (Fuel Feed)
Vac—Vacuum Servo
WCS—Web Cast Steel
Wo—Worm
WS—Worm and Segment
WW—Worm and Wheel
Zen—Zenith
*—Driver Beside Engine
†—Also offered with 95 H.P.
6-cyl. Oil Engine
‡—Gas Electric

American Truck Trends

Service Brake Equipment

(Per Cent of Chassis Models, by Capacities, Equipped With Various Types)



AMERICAN AGRICULTURAL TRACTORS

MAKE AND MODEL	GENERAL										ENGINE										CLUTCH	BELT PULLEY		DRIVE							
	Price (\$)	Capacity, No. of 14" Plovs	Ploving Speed (M. P. H.)	Weight Complete (Lbs.)	*Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Adjustable (Ins.)	Drawbar—Belt Rating	Steering Type	Make	No. of Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Normal R.P.M. at Ploving Speed	Ignition System Make	Fuel System			Cooling System Type	TYPE AND MAKE	Diameter (Ins.)	Face (Ins.)	Belt Clutch Type	No. Forw. Speeds	Diameter & Face Traction Members (Ins.)	Drive Type to Traction Members	Drive Taken by	Non-Drive Wheels	Wheel or Truck?
																		Carburetor Make	Fuel Recommended	Air Cleaner Make											
Adv. Rumely. W	3	2.8a	5510	80 1/2	30 1/2	9 1/2	H	20-30	F.A.K.	Own.	2 5/16x7	H	I	850	.....	Own	Ker.	Don.	MO.	Pu.	.....	16	7 1/2	MD	3	.....	SG.	Hub.	2	Wh.
Adv. Rumely. X	4	2.8a	7948	88	34 1/2	11 1/2	H	25-40	F.A.K.	Own.	2 5/16x8 1/2	H	I	750	.....	Own	Ker.	Don.	MO.	Pu.	.....	18 1/2	8 1/2	MD	3	.....	SG.	Hub.	2	Wh.
Adv. Rumely. Y	5-6	2.8a	11700	98	39	12 1/2	H	30-50	F.A.K.	Own.	2 7/16x9 1/2	H	I	635	.....	Own	Ker.	Don.	MO.	Pu.	.....	21 1/2	10	MD	3	.....	SG.	Hub.	2	Wh.
Adv. Rumely. Z	10	2.5a	16150	115	45	13 1/2	H	40-60	F.A.K.	Own.	2 9/16x11	H	I	470	.....	Own	Ker.	Don.	MO.	Pu.	.....	25	10	MD	3	.....	SG.	Hub.	2	Wh.
Allis-Chalmers. U	995	3	3.33	4125	76 1/2	13	9	H	20-35	S.A.	Cont.	4 1/2x5	V	L	1200	Kin.	Gas.	Own.	H.C.	Pu.	SP-Rock.	10	7 1/2	JC	4	SG.	Axle.	2	Wh.
Allis-Ch. 20-35	1295	4	3.25	6000	90 1/2	14 1/2	11 1/2	H	20-35	F.A.K.	Own.	4 1/2x6 1/2	V	L	930	Eise.	Kin.	Gas.	DS.	Pu.	ES-Own.	13	8 1/2	No.	2	50-12	IG.	Rim.	2	Wh.
Bates. F	3	3.0a	4850	80	16	12	H	18-25	F.A.K.	Beav.	4 1/2x6	V	L	1100	Bosch.	Kin.	G-K	Pom.	HC.	Pu.	SP-B&B.	12	8 1/2	SP	2	56-10	SG.	Axle.	2	Tr.	
Bates. G	4	3.0a	6500	80 1/2	13 1/2	12	H	25-35	F.A.K.	Beav.	4 1/2x6 1/2	V	L	1000	Bosch.	Kin.	G-K	Pom.	HC.	Pu.	SP-TDi.	12	8 1/2	SP	2	56-10	SG.	Axle.	2	Tr.	
Bates. 45	0	Var.	12200	78	12	14	H	45-60	T.D.M.	Wauk.	4 5/8x6 1/2	V	L	1000	Bosch.	Sch.	Gas.	Pom.	HC.	Pu.	SP-TDi.	.....	.....	.....	3	78-14	SG.	Axle.	0	Tr.
Bates. 35	0	Var.	11600	78	12	14	H	35-50	T.D.M.	Wauk.	4 1/2x6 1/2	V	L	1000	Bosch.	Sch.	Gas.	Pom.	HC.	Pu.	SP-TDi.	.....	.....	.....	3	78-12	SG.	Axle.	0	Tr.
Bates. 80	0	Var.	23250	98	14	15	H	65	T.D.M.	Wauk.	4 6/8x7	V	L	1000	Bosch.	Str.	Gas.	Pom.	HC.	Pu.	SP-TDi.	.....	.....	.....	3	98-18	SG.	Axle.	0	Tr.
Beeman. M	275	7-8	1.9a	550	17 1/2	5	7 1/2	U	2-4	H.B.	Own.	1 3/4x4 1/2	V	L	1000	Heinze	Kin.	Gas.	Don.	CS.	Th.	Co-Own.	4 1/2	3 1/2	No.	1	25-3 1/2	SG.	Axle.	2	Wh.
Beeman. Jr	205	Var.	435	71 1/2	14	B&S.	1 2 1/2x2 1/2	V	L	Air	SP
Case. L	3-4	Var.	79	26	H	F.A.K.	Own.	4 1/2x6	V	L	1100	Own	HC.	Pu.	SP	13	8 1/2	3	Cha.	Axle.	2	Wh.
Case. C	2-3	Var.	66	20	H	F.A.K.	Own.	4 3/8x5 1/2	V	L	1100	Own	HC.	Pu.	SP	10 1/2	6 1/2	3	Cha.	Axle.	2	Wh.
Case. CC	2	Var.	89	17	H	F.A.K.	Own.	4 3/8x5 1/2	V	L	1100	Own	HC.	Pu.	SP	10 1/2	6 1/2	3	Cha.	Axle.	2	Wh.
Case. CO	2-3	Var.	66	20	H	F.A.K.	Own.	4 3/8x5 1/2	V	L	1100	Own	HC.	Pu.	SP	10 1/2	6 1/2	3	Cha.	Axle.	2	Wh.
Caterpillar. 10	1100	2.6	4296	51	9	9 1/2	H	10-14	T.D.M.	Own.	4 3/8x4	V	L	1500	Eise.	.....	.....	Vor	HC.	Pu.	SP-Own.	9 1/2	6 1/2	SLG	1	.....	SG.	Axle.	2	Tr.
Caterpillar. 15	1450	2.6	5696	54 1/2	10 1/2	10 1/2	H	15-20	T.D.M.	Own.	4 3/8x5	V	L	1250	Eise.	.....	.....	Vor	HC.	Pu.	SP-Own.	10 1/2	6 1/2	SLG	1	.....	SG.	Axle.	2	Tr.
Caterpillar. 20	1900	2.6	7514	57	12	12	H	20-25	T.D.M.	Own.	4 4 1/8x5 1/2	V	L	1100	Eise.	.....	.....	Vor	HC.	Pu.	SP-Own.	11 1/2	6 1/2	SLG	1	.....	SG.	Hub.	2	Tr.
Caterpillar. 30	2375	2.6	9725	61	12	13	H	25-30	T.D.M.	Own.	4 4 1/8x5 1/2	V	L	850	Eise.	.....	.....	Vor	HC.	Pu.	SP-Own.	12	8 1/2	SLG	1	.....	SG.	Hub.	2	Tr.
Caterpillar. 60	4175	2.6	20015	79 1/2	18	15 1/2	H	50-60	T.D.M.	Own.	4 6 1/8x8 1/2	V	L	650	Eise.	.....	.....	Vor	HC.	Pu.	SP-Own.	15 1/2	11	SLG	1	.....	SG.	Hub.	2	Tr.
Doall. PT	2	2.63	3250	60	Var.	10	H	.....	F.A.K.	Wauk.	4 3/8x4 1/2	V	L	1200	Split.	Zen.	.....	Don.	HC.	Th.	MD-TDi.	10	6 1/2	No.	.....	.....	SG.	Axle.	1	Wh.
Doall. PC	2	2.63	3075	103	Var.	32	.....	.....	T.D.M.	Wauk.	4 3/8x4 1/2	V	L	1200	Split.	Zen.	.....	Don.	HC.	Th.	MD-TDi.	10	6 1/2	No.	.....	.....	SG.	Axle.	1	Wh.
Eagle. 6A	1295	3-4	3.33	4700	80	15	10	V	F.A.K.	Her.	6 1/4 x4 1/2	V	L	1416	A.Bos.	Zen.	Vor	HC.	Pu.	DP-TDi.	16	8	3	SG.	Spks.	2	Wh.
Eagle. H	3-4	2.00	6800	88	15	17	H	16-30	F.A.K.	Own.	2 3/8 x8	H	I	450	Dirie.	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES	2	52-12	SG.	Rim.	2	Wh.	
Eagle. H	4-5	2.00	7100	91	16	17	H	20-40	F.A.K.	Own.	2 3/8 x10	H	I	450	Dirie.	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES	2	52-12	SG.	Rim.	2	Wh.	
Eagle. E	3-4	2.00	7800	94	14	11 1/2	H	20-35	F.A.K.	Own.	2 3/8 x8	H	I	450	Dirie.	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES	2	48-14	SG.	Axle.	2	Wh.	
Eagle H20-40 Sp.	4-5	2.00	8150	96	17	17	H	20-40	F.A.K.	Own.	2 3/8 x10	H	I	450	Dirie.	Sch.	Ker.	Own.	MO.	Pu.	ES-Own.	24	10	ES	2	52-18	SG.	Rim.	2	Wh.	
Fordson. 2	2	2.81	3112	63	21	11 1/2	H	14-26	F.A.K.	Own.	4 1/2x5	V	L	1100	R.Bos.	Zen.	Gas.	Own.	CS.	Pu.	.....-Own.	9 1/2	6 1/2	SLG	3	42-12	Wo.	Axle.	2	Wh.
Fordson. 2	2	2.24	3112	63	21	11 1/2	H	14-26	F.A.K.	Own.	4 1/2x5	V	L	1100	R.Bos.	Kin.	Ker.	Own.	CS.	Pu.	.....-Own.	9 1/2	6 1/2	SLG	3	42-12	Wo.	Axle.	2	Wh.
Gray. 25-50	2185	4	3.00	6900	140	34 1/2	18	N	25-50	F.A.K.	Wauk.	4 5/8 x6 1/2	V	L	1000	R.Bos.	*Str	Gas.	Ben.	CS.	Pu.	Co-Own.	11 1/2	8 1/2	Co.	2	54-54	Cha	Rim.	2	Wh.
Hart-Parr. 12-24	2	3.33	4800	76	28	11 1/2	H	12-24	F.A.K.																						



AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS		CRANKCASE		VALVES		FRONT END DRIVE		PISTONS				Number of Rings per Piston				
								Head	No. Cast in One Piece	Integral with Cylinders?	Material	Material (Lower Half)	Arrangement	Head Material	Clear Diameter (Ins.)	Lift (Ins.)	Type	Non-Metallic Gear Used On?	Material		Length (Ins.)	Weight (with Pin, Rings & Bushings) Oza.	Piston Pins	
																							Diameter and Length (Ins.)	Pin Bearing In
A. C. F. Special... WXC3	Buses	6-4 1/2 x 4 1/2	43.35	90-2200	382.0	4.0	3	Det.	6	Int.	Niel.	PS.	L.	Sil.	1.62	.356	Heli.	None.	Al.	4.56	44	1.12x	Pist.	4
Automatic... J5 1/2	T & Tr.	4-5 1/2 x 7	48.40	48-800	665.2	4.0	4	Int.	1	Sep.	Iron.	Iron.	L.	Sil.	2.25	.44	Spur.	None.	CI.	7.00	100.0	1.43x4.62	Rod...	4
Automatic... M	T & Tr.	4-6 1/2 x 8	67.10	62-675	1061.7	4.0	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	2.50	.56	Spur.	None.	CI.	9.00	356.0	1.68x1.12	Rod...	4
Automatic... N	T & Tr.	4-7 1/2 x 9	89.80	75-540	1588.0	4.0	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	3.00	.56	Spur.	None.	CI.	10.50	548.0	2.00x7.12	Rod...	4
Automatic... R	T & Tr.	4-8 1/2 x 10	111.50	100-500	2288.0	4.0	4	Det.	1	Sep.	Iron.	Iron.	L.	Sil.	3.25	.68	Spur.	None.	CI.	12.31	752.0	2.43x8.00	Rod...	4
Brennan... CE	T, Tr. & B.	4-4 1/2 x 5	32.40	55-1800	318.1	4.08	3,4	Det.	4	Sep.	Iron.	Iron.	L.	Sil.	2.2	.37	Spur.	Acce.	SS.	5	88	1.17x4.00	Flo...	4
Brennan... B70	T, B, Tr.	4-4 1/2 x 5 1/2	38.40	70-1800	414.7	4.5	3,4	Det.	4	Sep.	Al.	Al.	L.	Tun.	2 1/4	.37	Heli.	None.	SS.	4.5	72	1.17x3.87	Flo...	3
Brennan... 100	T, B, Tr.	4-4 1/2 x 5 1/2	45.94	75-1800	496.0	4.5	3,4	Det.	4	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Brennan... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2 x 6 1/2	48.60	150-2000	620.3	4.5	3,4	Det.	3	Sep.	Al.	Al.	L.	Sil.	2.12	.37	Heli.	None.	SS.	5.50	1.25x			4
Buda... 150	T, B, Tr.	4-4 1/2																						

ENGINES



CONNECTING RODS			CRANKSHAFT					OILING SYSTEM		WATER CIRCULATION		GOVERNOR		MISCELLANEOUS					MAKE AND MODEL					
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings		Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.)			Ball Housing Provided?	S.A.E. Numbers	
							Number	Front											Rear	Width	Height				Length
AST.	9.12		ChN.	None.	No.	2.25x1.50	7	2.62x1.75	2.62x2.75	abce.	Gear.	Pump.	Vane.	NP.	None.	1100	760	No.						A. C. F. Special.. WXC3
Car.	14.00	144.0	Car.	None.	No.	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	800	1650	Yes.	85%	19 1/2	35 1/2	None.	Automatic.. J5 1/2
Car.	17.00	240.0	Car.	None.	No.	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	675	2700	Yes.	26	43	70 1/4	None.	Automatic.. M
Car.	19.00	496.0	Car.	None.	No.	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	560	3750	Yes.	30	48	78 3/4	None.	Automatic.. N
Car.	21.00	728.0	Car.	None.	No.	3.50x4.25	5	3.50x8.50	3.50x5.12	Splash.	Gear.	Pump.	Cent.	Stk.	Cent.	Opt.	500	4700	Yes.	32	53 1/4	86 1/2	None.	Automatic.. R
AST.	11.00		NieS.	None.	No.	2.50x2.00	3	2.25x4.25	2.25x3.50	abce.	Gear.	Pump.	Gear.	Opt.	Opt.	1500	1350	600	21	28 1/2	39 1/2	Opt.	Brennan.. CE	
AST.	11.00		ChN.	None.	No.	2.50x2.00	3	2.75x4.50	2.75x3.00	abce.	Gear.	Pump.	Gear.	Opt.	Opt.	1500	1300	750	25 1/2	33	49 1/4	Opt.	Brennan.. B70	
AST.	12.00		ChN.	None.	No.	2.62x2.62	7			abce.	Gear.	Pump.	Cent.	Opt.	Opt.							Opt.	Brennan.. 100	
ChVa.	13.25	138.6	Car.	None.	Yes.	2.99x2.25	4	2.99x2.25	2.99x3.68	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1650	1000	1295	No.	28 1/2	43	58 1/2	Opt.	Brennan.. 150
AST.	11.25	57.2	Car.	None.	No.	1.87x2.00	3	1.75x2.50	2.12x2.94	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	2000	1000	640	No.	25 1/2	32 1/2	52 1/2	Opt.	Buda.. GL6
AST.	11.25	92.2	Car.	None.	Yes.	2.00x2.25	3	1.87x2.87	2.12x3.44	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1800	1000	840	No.	25 1/2	32 1/2	55 1/2	Opt.	Buda.. WTU
AST.	11.25	89.0	Car.	None.	No.	2.00x2.25	3	1.87x2.87	2.12x3.44	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1800	1000	782	No.	25 1/2	32 1/2	55 1/2	Opt.	Buda.. KBUI
ChVa.	12.25	120.0	Car.	None.	Yes.	2.12x2.50	3	2.12x3.09	2.37x4.00	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1600	1050	980	No.	25 1/2	35 1/2	58 1/2	Opt.	Buda.. KTU
ChVa.	12.25	113.0	Car.	None.	No.	2.12x2.50	3	2.12x3.09	2.37x4.00	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1600	1050	968	No.	25 1/2	35 1/2	58 1/2	Opt.	Buda.. EBUI
ChVa.	13.25	148.2	Car.	None.	Yes.	2.49x3.00	3	2.12x3.50	2.37x4.44	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1400	850	1140	No.	25 1/2	38 1/2	65 1/2	Opt.	Buda.. ETU
ChVa.	13.25	133.7	Car.	None.	No.	2.49x3.00	3	2.12x3.50	2.37x4.44	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1400	850	1080	No.	25 1/2	38 1/2	65 1/2	Opt.	Buda.. TBUI
ChVa.	14.37	163.0	Car.	None.	No.	2.50x3.12	3	2.25x4.12	2.62x4.68	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1200	700	1410	No.	28 1/2	41 1/2	70 1/2	Opt.	Buda.. YTU
ChVa.	11.25	94.0	Car.	None.	Yes.	2.49x2.12	4	2.50x2.12	2.50x3.50	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1850	800	946	No.	25 1/2	38 1/2	53 1/2	Opt.	Buda.. BBU, BTU
AST.	11.25	94.0	Car.	None.	Yes.	2.49x2.12	4	2.50x2.12	2.50x3.50	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1850	800	954	No.	25 1/2	38 1/2	53 1/2	Opt.	Buda.. BUS
AST.	9.75	48.0	Car.	None.	Yes.	2.37x1.75	4	2.37x1.75	2.37x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	2200	1200	708	No.	25 1/2	31 1/2	44 1/2	Opt.	Buda.. BA6
AST.	10.75	67	Car.	None.	Yes.	2.50x1.87	4	2.50x1.87	2.50x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	2000	800	793	No.	25 1/2	31 1/2	46 1/2	Opt.	Buda.. HS-6
AST.	15.25	239	Car.	None.	Yes.	3.49x3.31	4	3.50x4.75	3.50x4.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent.	1200	400	2800	No.	28 1/2	44 1/2	72 1/2	1, 0, 00	Buda.. DS6
AST.	15.25	239	Car.	None.	Yes.	3.49x3.31	4	3.50x4.75	3.50x4.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent.	1200	400	3100	No.	28 1/2	44 1/2	72 1/2	1, 0, 00	Buda.. JV-6
AST.	13.25	138.6	Car.	None.	Yes.	2.99x2.25	4	2.99x2.25	2.99x3.08	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1650	1000	1300	No.	28 1/2	43 1/2	56 1/2	Opt.	Buda.. JH-6
AST.	14.37	163	Car.	None.	No.	2.50x3.12	3	2.25x4.12	2.62x3.33	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1200	700	1450	No.	28 1/2	41 1/2	70 1/2	Opt.	Buda.. GF-6
AST.	10.75	67	Car.	None.	Yes.	2.50x1.87	4	2.50x1.87	2.50x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	2000	1000	793	No.	25 1/2	31 1/2	46 1/2	Opt.	Buda.. Fr
ChVa.	14.62	227.2	Car.	None.	No.	3.00x3.34	3	3.00x3.33	3.00x3.33	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1100	700	1883	No.	28 1/2	44 1/2	45 1/2	1, 0, 00	Buda.. DW-6
ChVa.	14.62	227.2	Car.	None.	No.	3.00x3.34	3	3.00x3.33	3.00x3.33	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1100	700	1953	No.	28 1/2	44 1/2	45 1/2	1, 0, 00	Buda.. JH-4
AST.	13.25	133.7	Car.	None.	No.	2.49x3.00	3	2.12x3.50	2.37x4.44	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1050	850	1000	Yes.	23 1/2	40 1/2	60 1/2	Spec.	Buda.. YRA
AST.	9.50	42.0	Car.	None.	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abce.	Gear.	Pump.	Cent.	Opt.	Cent.	2600	1200	600	No.	25 1/2	29 1/2	31 1/2	0	Buda Hivelo.. H-173
AST.	9.50	42.0	Car.	None.	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abce.	Gear.	Pump.	Cent.	Opt.	Cent.	2600	1200	620	No.	25 1/2	29 1/2	31 1/2	3, 4	Buda Hivelo.. H-199
AST.	9.50	42.0	Car.	None.	No.	2.12x1.62	5	3.00x1.50	3.00x2.12	abce.	Gear.	Pump.	Cent.	Opt.	Cent.	2600	1100	888	No.	25 1/2	29 1/2	39 1/2	3, 4	Buda Hivelo.. H-260
AST.	8.56	36.0	Car.	None.	No.	2.00x1.50	7	3.12x4.50	3.12x4.12	abce.	Gear.	Pump.	Cent.	Opt.	Cent.	2600	1000	898	No.	25 1/2	29 1/2	39 1/2	3, 4	Buda Hivelo.. H-298
AST.	10.25	34	Car.	None.	No.	1.87x2.17	3	2.25x2.87	2.18x3.00	Splash.	Pist.	Opt.	Cent.	Stk.	Cent.	1200	850	550	No.	25 1/2	32	40	0	Buda Hivelo.. J-214
AST.	21.00	352	Car.	None.	No.	3.75x4.50	5	4.25x7.00	4.25x3.00	abce.	Gear.	Opt.	Cent.	Opt.	Cent.	900	350	6875	No.	28 1/2	52	90 1/2	0	Buffalo.. BA
AST.	21.00	352	Car.	None.	No.	3.75x4.50	5	4.25x7.00	4.25x3.00	abce.	Gear.	Opt.	Cent.	Opt.	Cent.	900	350	6875	No.	28 1/2	52	90 1/2	0	Buffalo.. 4ATT
AST.	21.00	352	Car.	None.	No.	3.75x4.50	7	4.25x7.00	4.25x3.00	abce.	Gear.	Opt.	Cent.	Opt.	Cent.	900	550	9500	No.	48 1/2	52	118 1/2	0	Buffalo.. 4ATT
AST.	21.00	352	Car.	None.	No.	3.75x4.50	9	4.25x7.00	4.25x3.00	abce.	Gear.	Opt.	Cent.	Opt.	Cent.	900	550	9500	No.	48 1/2	52	118 1/2	0	Buffalo.. 6ATT
AST.	21.00	352	Car.	None.	No.	3.75x4.50	9	4.25x7.00	4.25x3.00	abce.	Gear.	Opt.	Cent.	Opt.	Cent.	900	550	9500	No.	48 1/2	52	118 1/2	0	Buffalo.. 6ATT
AST.	14.00	136	Car.	None.	No.	3.00x3.50	5	3.12x4.50	3.12x4.12	abce.	Gear.	Opt.	Cent.	Opt.	Cent.	1200	1000	2740	No.	31 1/2	49 1/2	56 1/2	0	Buffalo.. 8ATT
AST.	14.00	136	Car.	None.	No.	3.00x3.50	5	3.12x4.50	3.12x4.12	abce.	Gear.	Opt.	Cent.	Opt.	Cent.	1500	1100	3340	No.	31 1/2	49 1/2	73	0	Buffalo.. 8RA
AST.	16.00	220	ChN.	None.	Yes.	3.00x3.50	4	3.25x3.81	3.25x4.50	abce.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	2660	Yes.	29 1/2	46 1/2	73 1/2	1	Buffalo.. 8RA
AST.	16.00	220	ChN.	None.	Yes.	3.00x3.50	4	3.25x3.81	3.25x4.50	abce.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	2000	Yes.	30 1/2	46 1/2	57 1/2	1	Climax.. RBU
AST.	16.00	220	ChN.	None.	Yes.	3.00x3.50	4	3.25x3.81	3.25x4.50	abce.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	2600	Yes.	30 1/2	46 1/2	73 1/2	1, 0	Climax.. R4U
AST.	13.00	111.0	ChN.	None.	No.	2.25x3.00	3	2.12x3.78	2.31x4.40	abce.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	1100	Yes.	23 1/2	39 1/2	49 1/2	2	Climax.. R6U
AST.	14.00	179.0	ChN.	None.	No.	2.50x3.50	3	2.50x3.81	2.50x4.50	abce.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	1550	Yes.	26	43 1/2	55 1/2	1	Climax.. K, KU
AST.	14.00	194	Car.	None.	No.	3.00x3.00	3	3.25x3.81	3.25x4.50	abce.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700	1850	Yes.	30 1/2	45 1/2	53 1/2	10	Climax.. T & TU
AST.	14.00	194	Car.	None.	No.	3.00x3.00	3	3.25x3.81	3.25x4.50	abce.	Ecc.	Pump.	Cent.	Stk.	Cent.	1200	700							



AMERICAN STOCK

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLIN- DERS		CRANKCASE		VALVES		FRONT END DRIVE		PISTONS				Number of Rings per Piston					
								Head	No. Cast in One Piece	Integral with Cylinders?	Material	Material (Lower Half)	Arrangement	Head Material	Clear Diameter (Ins.)	Lift (Ins.)	Type	Non-Metallic Gear Used On?	Material		Length (Ins.)	Weight (with Pins, Rings & Bushings) Ozs.	Piston Pins		
																							Diameter and Length (Ins.)	Pin Bearing In	
Erd.	S41	C & T.	4-3 3/8 x 5	18.23	424-2100	179.0	1.35	3	Det.	4	Int.	Iron.	PS.	L.	CL.		Heli.	None.	CI.	4.00	33	87x3.25	Rod.	3	
EWC.	CF	T, Tr & B.	4-5 x 6	40.00	61-1400	471.0		4	Det.	1	Sep.	Iron.	Iron.	L.	CL.	2.00	38+	Heli.	None.	CI.	6.25	111.2	1.25x4.62	Rod.	4
EWC.	A	T, Tr & B.	4-5 1/4 x 6	44.10	67-1400	519.4		4	Det.	1	Sep.	Iron.	Iron.	L.	CL.	2.00	38+	Heli.	None.	CI.	6.25	112.0	1.25x4.87	Rod.	4
EWC.	DA	T, Tr & B.	4-5 1/4 x 7	48.40	76-1400	665.2		4	Det.	1	Sep.	Iron.	Iron.	L.	CL.	2.25	50+	Heli.	None.	CI.	7.00	175.5	1.44x5.06	Rod.	5
General Motors.	Y & YZ	Buses.	6-4 1/4 x 5 1/2	43.3	101-2000	468.0	5.34	3	Det.	6	Sep.	Al.	Al.	SL.	None	No.	Chain.	None.	CI.	5.00	64.0	1.25x3.71	Flo.	5	
General Motors.	616	Buses.	6-4 1/4 x 5 1/2	57.0	150-2200	616.0	4.5	3	Det.	6	Sep.	Al.	Al.	SL.	None	No.	Chain.	None.	CI.	5.28	48.0	1.37x4.34	Flo.	4	
Hall-Scott.	101	Buses.	6-4 1/4 x 5 1/2	28.9	56-1800	312.3	5.09	4	Det.	4	Sep.	Al.	Al.	SL.	None	No.	Chain.	None.	CI.	4.56	52	1.25x3.72	Flo.	4	
Hall-Scott.	155	Buses.	6-4 1/4 x 5 1/2	43.3	90-1800	468.4	4.74	3	Det.	6	Sep.	Al.	Al.	SL.	None	No.	Chain.	None.	CI.	4.56	52	1.50x3.72	Flo.	4	
Hall-Scott.	146-3	T & Buses.	6-3 3/4 x 5	33.7	65-1800	331.3	4.9	3	Det.	6	Sep.	Al.	Al.	SL.	None	No.	Chain.	None.	CI.	4.69	49	1.25x3.19	Flo.	4	
Hall-Scott.	160	Buses.	6-4 1/4 x 5 1/2	43.35	120-2200	468.14	4.33	3	Det.	6	Sep.	Al.	Al.	SL.	None	No.	Chain.	None.	CI.	5.37	56	1.25x3.71	Flo.	6	
Hall-Scott.	165	Trucks.	4-4 1/4 x 5 1/2	28.9	55-1800	312.4	4.03	3	Det.	4	Sep.	Iron.	Iron.	SL.	None	No.	Chain.	None.	CI.	5.03	56.9	1.25x3.71	Flo.	5	
Hall-Scott.	175	Buses.	6-5 x 6	60.0	175-2200	706.86	4.27	3	Det.	16	Sep.	Al.	Al.	SL.	None	No.	Chain.	None.	CI.	6.00	100	1.37x4.18	Flo.	6	
Hercules.	00A		4-3 1/2 x 4 1/2	19.6	35	173.2	4.2	4	Det.	4	Int.	CI.	PS.	L.	CL.	1.38	33	H.	None.	CI.	4.31	46	1-3.14	Pist.	3
Hercules.	00B		4-3 1/4 x 4 1/2	22.5	38	198.8	4.2	4	Det.	4	Int.	CI.	PS.	L.	CL.	1.38	33	E.	None.	CI.	4.31	52	1-3.39	Pist.	3
Hercules.	00C		4-4 x 4 1/2	25.6	41	226.2	4.2	4	Det.	4	Int.	CI.	PS.	L.	CL.	1.38	33	I.	None.	CI.	4.31	61	1-3.64	Pist.	3
Hercules.	00X	T, B, Tr.	4-4 x 5	25.60	46	251.3	3.89	3	Det.	4	Int.	CI.	PS.	L.	CL.	1.62	33	Heli.	None.	CI.	4.87	69	1.37x3.50	Pist.	4
Hercules.	00X		4-4 1/4 x 5	28.9	56	283.5	3.89	3	Det.	4	Int.	CI.	PS.	L.	CL.	1.63	33	Heli.	None.	CI.	4.88	75	3.75x1.35	Pist.	4
Hercules.	K	T, Tr.	4-4 1/4 x 5 1/2	28.9	55	326.3	3.89	3	Det.	4	Int.	CI.	PS.	L.	CL.	2.00	33	Heli.	None.	CI.	5.25	86	1.50x3.75	Pist.	4
Hercules.	L	T, B, Tr.	4-4 1/4 x 5 1/2	32.40	59	365.8	3.89	3	Det.	4	Int.	CI.	PS.	L.	CL.	2.00	33	Heli.	None.	CI.	5.25	94	1.50x4.00	Pist.	4
Hercules.	G	T, B, Tr.	4-4 1/4 x 5 1/2	36.10	63	407.6	3.89	3	Det.	4	Int.	CI.	PS.	L.	CL.	2.00	33	Heli.	None.	CI.	5.25	102	1.50x4.25	Pist.	4
Hercules.	E		4-5 x 5 1/2	40.0	74	451.4	3.89	3	Det.	4	Int.	CI.	PS.	L.	CL.	2.00	33	Heli.	None.	CI.	5.25	108	1.50x4.50	Pist.	4
Hercules.	TX	T, Tr, Rail C.	4-5 1/2 x 7	48.40	76-1000	665.0	3.9	3	Det.	4	Int.	Iron.	Al.	L.	SL.	2.50	37	Heli.	None.	CI.	7.00	194	1.88x4.88	Pist.	4
Hercules.	TXA	T, Tr, Rail C.	4-6 x 7	57.60	91-1000	792.0	3.9	3	Det.	4	Int.	Iron.	Al.	L.	SL.	2.50	37	Heli.	None.	CI.	7.00	210	1.88x5.37	Pist.	4
Hercules.	TXO	T, Tr.	4-6 1/2 x 7	65	103-1000	893.7	3.89	3	Det.	4	Int.	Iron.	Al.	L.	SL.	2.50	37	Heli.	None.	CI.	7.00		1.88x5.87	Pist.	4
Hercules.	WXA-2		6-3 1/2 x 4 1/2	29.4	60	260	4.4	3	Det.	6	Int.	CI.	PS.	L.	CL.	1.50	36	Heli.	None.	CI.	4	50	1.13x3.02	Pist.	3
Hercules.	WXB		6-3 1/2 x 4 1/2	33.75	66	298	4.4	3	Det.	6	Int.	CI.	PS.	L.	CL.	1.50	36	Heli.	None.	CI.	4	56	1.13x3.39	Pist.	4
Hercules.	WXC		6-4 x 4 1/2	38.4	74	339	4.4	3	Det.	6	Int.	CI.	PS.	L.	CL.	1.50	36	Heli.	None.	CI.	4	61	1.13x3.64	Pist.	4
Hercules.	WXC-2		6-4 1/2 x 4 1/2	40.3	78	360.8	4.4	3	Det.	6	Int.	CI.	PS.	L.	CL.	1.50	36	Heli.	None.	CI.	4	63	1.13x3.77	Pist.	4
Hercules.	YXA	T, B, Tr.	6-3 1/2 x 4 1/2	33.7	68	314.7	4.4	3	Det.	6	Int.	CI.	PS.	L.	CL.	1.75	38	Heli.	None.	CI.	4.06	51	1.25x3.31	Pist.	3
Hercules.	YXB	T, B, Tr.	6-4 x 4 1/2	38.4	80	358.1	4.4	3	Det.	6	Int.	CI.	PS.	L.	CL.	1.75	38	Heli.	None.	CI.	4.87	65	1.25x3.58	Pist.	4
Hercules.	YXC	T, B, Tr.	6-4 1/2 x 4 1/2	45.9	94	428.4	4.4	3	Det.	6	Int.	CI.	PS.	L.	CL.	1.75	38	Heli.	None.	CI.	4.87	73	1.25x3.94	Pist.	4
Hercules.	YXC-2		6-4 1/2 x 4 1/2	48.6	99	453	4.4	3	Det.	6	Int.	CI.	PS.	L.	CL.	1.75	39	Heli.	None.	CI.	4.7	79	1.25x3.94	Pist.	4
Hercules.	YXC-3		6-4 1/2 x 4 1/2	51.2	105	478.8	4.4	3	Det.	6	Int.	CI.	PS.	L.	CL.	1.75	39	Heli.	None.	CI.	4.7	81	1.25x4.19	Pist.	4
Hercules.	HXC		6-5 1/2 x 6	66.15	94-1000	779.0	4.5	3	Det.	3	Sep.	Al.	Al.	L.	SL.	2.43+	40	Heli.	None.	Al.	7.25	92.0	1.50x4.75	Pist.	4
Hercules.	HXE	T, Bu, Tr.	6-5 1/2 x 6	79.4	118-1000	935.0	4.5	3	Det.	3	Sep.	Al.	Al.	L.	SL.	2.43+	40	Heli.	None.	Al.	7.25	92.0	1.50x5.25	Pist.	4
Hercules.	HXD		6-5 1/2 x 6	72.60	108-1000	855.0	4.5	3	Det.	3	Sep.	Al.	Al.	L.	SL.	2.43+	40	Heli.	None.	Al.	7.25	92.0	1.50x5.00	Pist.	4
Hercules.	HXA	T, Bu, Tr.	6-4 1/2 x 6	54.1	74-1000	636	4.5	3	Det.	3	Sep.	Al.	Al.	L.	SL.	2.43+	40	Heli.	None.	Al.	7.25	92.0	1.50x4.25	Pist.	4
Hercules.	HXB	T, Bu, Tr.	6-5 x 6	60.0	83-1000	707	4.5	3	Det.	3	Sep.	Al.	Al.	L.	SL.	2.43+	40	Heli.	None.	Al.	7.25	92.0	1.50x4.50	Pist.	4
Hercules.	HXC																								

ENGINES—Continued



CONNECTING RODS			CRANKSHAFT				OILING SYSTEM		WATER CIRCULATION		GOVERNOR		MISCELLANEOUS					MAKE AND MODEL								
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings		Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governor Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.)			Ball Housing Parted? S.A.E. Numbers				
							Front	Rear											Width	Height	Length					
Car...	10.00	60	Car...	.62	No...	2.00x2.00	3	2.00x2.62	2.00x2.62	ab...	Gear...	Opt...	Cent...	Opt...	1200	1200	470	No...	26	24	30	3	5	Erd...	S41	
Car...	10.00	128.0	Car...	.56	No...	2.00x2.44	5	2.25x3.44	2.25x3.62	ab...	Gear...	Pump...	Cent...	Stk...	1200	700	1180	Yes...	24 1/2	37 1/2	42 1/2	No...	3	5	EWC...	CF
Car...	12.00	148.0	Car...	.56	No...	2.00x2.44	5	2.25x3.44	2.25x3.62	ab...	Gear...	Pump...	Cent...	Stk...	1200	700	1300	Yes...	24 1/2	39 1/2	42 1/2	No...	3	5	EWC...	A
Car...	14.00	182.7	Car...	None...	No...	2.50x3.00	5	2.50x3.00	2.62x4.00	ab...	Gear...	Pump...	Cent...	Stk...	1000	700	1700	Yes...	29 1/2	58 1/2	52 1/2	No...	3	5	EWC...	DA
ASH...	12.12	72	Car...	None...	No...	2.50x2.37	7	2.75x2.28	2.75x2.25	abdef...	Gear...	Pump...	Cent...	Stk...	1800	900	No...	No...	26	24	30	3	5	Opt...	General Motors, Y & YZ	
ASH...	12.12	62	Car...	None...	Yes...	2.12x2.31	7	2.75x2.28	2.75x2.25	abdef...	Gear...	Pump...	Cent...	NP...	None...	850	No...	No...	24 1/2	37 1/2	42 1/2	No...	3	5	Opt...	General Motors, Y & YZ
ASH...	11.00	104	ChN...	None...	No...	2.25x2.45	3	2.25x2.25	2.25x3.25	ab...	Gear...	Pump...	Cent...	Stk...	1800	1100	984	No...	28 1/2	44	61 1/2	Yes*	3	5	Hall-Scott...	101
ASH...	11.00	104	ChN...	None...	No...	2.25x2.44	4	2.75x2.19	2.75x3.19	ab...	Gear...	Pump...	Cent...	Stk...	2000	1200	1440	No...	35 1/2	48	65 1/2	3	5	Hall-Scott...	155	
ASH...	11.00	93.5	ChN...	None...	No...	2.25x1.87	4	2.75x2.69	2.75x2.69	ab...	Gear...	Pump...	Cent...	Stk...	2000	1200	1230	No...	31	46	58	3	5	Hall-Scott...	146.3	
ASH...	11.00	101	ChN...	None...	Yes...	2.37x2.00	4	2.75x2.18	2.75x3.06	ab...	Gear...	Pump...	Cent...	NP...	None...	1400	1270	No...	29 1/2	46 1/2	59 1/2	3	5	Hall-Scott...	160	
ASH...	11.00	105	ChN...	None...	No...	2.25x2.00	4	2.75x2.31	2.75x2.31	ab...	Gear...	Pump...	Cent...	Stk...	1800	1200	1135	No...	27 1/2	40 1/2	45 1/2	2	3	Hall-Scott...	165	
ASH...	11.00	113.4	ChN...	None...	No...	2.50x2.00	7	3.25x1.44	3.25x2.44	ab...	Gear...	Pump...	Cent...	NP...	None...	1100	1830	No...	35 1/2	45 1/2	59 1/2	2	3	Hall-Scott...	175	
Steel...	8.00	39	Car...	None...	No...	2.00x1.50	3	2.00x2.19	2.00x2.63	ab...	Gear...	Opt...	Cent...	Opt...	Own...	900	No...	17 1/2	23 1/2	32 1/2	3	4.5	Hercules...	00A		
Steel...	8.00	39	Car...	None...	No...	2.00x1.50	3	2.00x2.19	2.00x2.63	ab...	Gear...	Opt...	Cent...	Opt...	Own...	900	No...	17 1/2	23 1/2	32 1/2	3	4.5	Hercules...	00B		
Steel...	8.00	39	Car...	None...	No...	2.00x1.50	3	2.00x2.19	2.00x2.63	ab...	Gear...	Opt...	Cent...	Opt...	Own...	900	No...	17 1/2	23 1/2	32 1/2	3	4.5	Hercules...	00C		
Car...	9.50	55	Car...	None...	No...	2.00x2.25	3	2.00x3.19	2.00x3.31	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1000	605	Yes...	20 1/2	28 1/2	37 1/2	2.3	4	Hercules...	0X	
Car...	9.50	55	Car...	None...	No...	2.00x2.25	3	2.00x3.19	2.00x3.31	ab...	Gear...	Opt...	Cent...	Opt...	Opt...	1000	605	Yes...	20 1/2	28 1/2	37 1/2	2.3	4	Hercules...	0XC	
Car...	10.87	81	Car...	None...	No...	2.50x2.62	3	3.00x3.50	3.00x3.50	ab...	Gear...	Opt...	Cent...	Opt...	Opt...	1000	819	Yes...	22	30 1/2	42 1/2	1.2	2	Hercules...	K	
Car...	10.87	81	Car...	None...	No...	2.50x2.62	3	3.00x3.50	3.00x3.50	ab...	Gear...	Opt...	Cent...	Opt...	Opt...	1000	819	Yes...	22	30 1/2	42 1/2	1.2	2	Hercules...	L	
Car...	10.87	81	Car...	None...	No...	2.50x2.62	3	3.00x3.50	3.00x3.50	ab...	Gear...	Opt...	Cent...	Opt...	Opt...	1000	819	Yes...	22	30 1/2	42 1/2	1.2	2	Hercules...	G	
Car...	10.87	81	Car...	None...	No...	2.50x2.62	3	3.00x3.50	3.00x3.50	ab...	Gear...	Opt...	Cent...	Opt...	Opt...	1000	819	Yes...	22	30 1/2	42 1/2	1.2	2	Hercules...	E	
Car...	13.25	...	Car...	None...	No...	3.00x3.00	3	3.75x4.25	3.75x4.50	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1250	800	Yes...	28 1/2	35 1/2	56 1/2	0.1	1	Hercules...	TX	
Car...	13.25	...	Car...	None...	No...	3.00x3.00	3	3.75x4.25	3.75x4.50	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1250	800	Yes...	28 1/2	35 1/2	56 1/2	0.1	1	Hercules...	TXA	
Car...	13.25	...	Car...	None...	No...	3.00x3.00	3	3.75x4.25	3.75x4.50	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1250	800	Yes...	28 1/2	35 1/2	56 1/2	0.1	1	Hercules...	TXO	
Car...	9.13	51	Car...	None...	No...	2.25x1.50	7	2.63x1.75	2.63x2.75	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1000	1000	No...	20 1/2	28 1/2	42 1/2	1.2,3	3	Hercules...	WXA-2	
Car...	9.13	51	Car...	None...	No...	2.25x1.50	7	2.63x1.75	2.63x2.75	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1000	1000	No...	20 1/2	28 1/2	42 1/2	1.2,3	3	Hercules...	WXB	
Car...	9.13	51	Car...	None...	No...	2.25x1.50	7	2.63x1.75	2.63x2.75	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1000	1000	No...	20 1/2	28 1/2	42 1/2	1.2,3	3	Hercules...	WXC	
Car...	9.13	51	Car...	None...	No...	2.25x1.50	7	2.63x1.75	2.63x2.75	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1000	1000	No...	20 1/2	28 1/2	42 1/2	1.2,3	3	Hercules...	WXC-2	
Car...	9.62	55	Car...	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1100	1100	Yes...	21 1/2	27 1/2	44 1/2	1,2,3	3	Hercules...	TXA	
Car...	9.62	55	Car...	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1100	1100	Yes...	21 1/2	27 1/2	44 1/2	1,2,3	3	Hercules...	TXB	
Car...	9.62	55	Car...	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1100	1100	Yes...	21 1/2	27 1/2	44 1/2	1,2,3	3	Hercules...	TXC	
Car...	9.63	55	Car...	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1100	1100	Yes...	21 1/2	27 1/2	44 1/2	1,2,3	3	Hercules...	TXC-2	
Car...	9.63	55	Car...	None...	No...	2.50x1.75	7	3.00x2.00	3.00x3.00	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1100	1100	Yes...	21 1/2	27 1/2	44 1/2	1,2,3	3	Hercules...	TXC-3	
ASH...	12.00	137	ChN...	None...	No...	3.00x2.25	7	3.50x2.37	3.50x5.50	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1600	1000	No...	26 1/2	33 1/2	55 1/2	1,0,0	0	Hercules...	HXC	
ASH...	12.00	137	ChN...	None...	No...	3.00x2.25	7	3.50x2.37	3.50x5.50	ab...	Gear...	Pump...	Cent...	Opt...	Opt...	1600	1000	No...	26 1/2	33 1/2	55 1/2	1,0,0	0	Hercules...	HXC	
ASH...	12.00	137	ChN...	None...	No...	3.00x2.25	7	3.50x2.37	3.50x5.50																	



MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLIN- DERS		CRANKCASE		VALVES			FRONT END DRIVE		PISTONS				Number of Rings per Piston			
								Head	No. Cast in One Piece	Upper Half		Material (Lower Half)	Arrangement	Head Material	Clear Diameter (Ins.)	Lift (Ins.)	Type	Non-Metallic Gear Used On?	Material	Length (Ins.)		Weight (with Pins, Rings & Bushings) Ozs.	Piston Pins	
										Integral with Cylinders?	Material												Diameter and Length (Ins.)	Pins Bearing In
Waukesha DKR Tractors.	4-4 1/2 x 6 1/4	36.10		442.0		3	Det.	2	Sep.	Iron.	PS.	L.			Heli.	None.	CI.			1.38x3.13	Pist.	3		
Waukesha ER T & Tr.	4-5 x 6 1/2	40		491		3	Det.	2	Sep.	Iron.	PS.	L.			Heli.	None.	CI.			1.38x3.25	Pist.	3		
Waukesha HS T & Tr.	4-5 1/2 x 6 1/2	48.4		618		3, 4	Det.	4	Sep.	Iron.	Iron.	L.			Heli.	None.	CI.			1.38x3.25	Pist.	4		
Waukesha HL Tractors.	4-6 x 6 1/2	57.6		735		3, 4	Det.	4	Sep.	Iron.	Iron.	L.			Heli.	None.	CI.			1.38x3.38	Pist.	4		
Waukesha WS	4-5 1/2 x 8	52.9		831		3, 4	Det.	2	Sep.	Iron.	Iron.	L.			Heli.	None.	CI.			1.62x	Pist.	4		
Waukesha WL	4-6 1/4 x 8	62.5		982		3, 4	Det.	2	Sep.	Iron.	Iron.	L.			Heli.	None.	CI.			1.62x	Pist.	4		
Waukesha WK	4-6 3/4 x 8	73.0		1145		3, 4	Det.	2	Sep.	Iron.	Iron.	L.			Heli.	None.	CI.			1.62x	Pist.	4		
Waukesha 6TS Trucks	6-3 1/2 x 4 3/4	23.44		218.6		3	Det.	6	Int.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha 6TL Trucks	6-3 3/8 x 4 3/4	27.34		255.0		3	Det.	6	Int.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha 6MS Tr. Bu. Tr.	6-3 3/8 x 4 3/4	33.7		315.		3	Det.	6	Int.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha 6ML T. Bu. Tr.	6-4 x 4 3/4	38.5		358.		3	Det.	6	Int.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha 6MK T. Bu. Tr.	6-4 1/2 x 4 3/4	40.8		381.		3	Det.	6	Int.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha 6SRS T & Buses.	6-4 1/2 x 5 1/8	40.84		411		3	Det.	6	Sep.	Iron.	PS.	L.			Heli.	None.	AI.							
Waukesha 6SRL T & Buses.	6-4 3/8 x 5 1/8	46		464		3	Det.	6	Sep.	Iron.	PS.	L.			Heli.	None.	AI.			1.00x2.25	Pist.			
Waukesha 6HB T & Buses.	6-4 1/2 x 5 3/4	43.10		490.0		3	Det.	2	Sep.	Al.	Al.	L.			Heli.	None.	CI.							
Waukesha 6AB T & Buses.	6-4 1/2 x 5 3/4	48.60		549.0		3	Det.	2	Sep.	Al.	Al.	L.			Heli.	None.	CI.							
Waukesha 6RB T & Buses.	6-5 x 5 3/4	60		677		3	Det.	2	Sep.	Al.	Al.	L.			Heli.	None.	AI.			1.38x2.93	Pist.			
Waukesha 6LS Rail C.	6-7 x 8 1/2	104		1962.0		4	Det.	1	Sep.	Iron.	Iron.	L.			Heli.	None.	AI.			2.25x3.75	Pist.			
Waukesha 6LK Rail C.	6-7 3/4 x 8 1/2	144		2410.0		4	Det.	1	Sep.	Iron.	Iron.	L.			Heli.	None.	AI.			2.25x4.25	Pist.			
Wisconsin SU T. Tr.	4-4 x 5	25.60	50-2000	251.3	4.2	3	Det.	4	Int.	Nie I	PS.	I.	Sil.	1.53	38	Heli.	Idler.	CI.	4.25	54.7	1.06x3.50	Rod.	3	
Wisconsin Y T & B.	6-3 3/8 x 5	27.34	75-3000	268.0	4.6	3	Det.	6	Int.	Iron.	PS.	I.	Sil.	1.50	38	Chain	None.	CI.	4.00	32.0	1.06x3.12	Rod.	4	
Wisconsin Z T. B. & Tr.	6-4 1/2 x 5	48.60	103-2200	477.0	4.5	3	Det.	6	Sep.	Al.	Al.	I.	Sil.	1.93	38	Heli.	Yes.	CI.	4.75		1.19x3.93	Rod.	3	
Wisconsin F Trucks, B.	6-3 1/2 x 4 1/4	25.35	45-2200	212.0	4.5	3	Det.	6	Int.	Nie I	PS.	I.	Sil.	1.31	38	Heli.	Cam.	CI.	3.75		93x3.72	Rod.	3	
Wisconsin G T & Buses.	6-3 3/8 x 5	31.5	65-2000	309	4.5	4	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.50	38	Heli.	Cam.	CI.	4.00	46.0	1.63x3.09	Rod.	3	
Wisconsin H, HB T. B. & Tr.	6-4 x 5	38.4	67-2000	377	4.54	3, 4	Det.	6	Int.	Iron.	Al.	I.	Sil-e	1.62	38	Heli.	Accx.	CI.	4.50	59.5	1.19x3.47	Rod.	3	
Wisconsin W T. Tr.	4-4 1/2 x 5	27.2	53-2000	267	4.2	3	Det.	4	Int.	Nie I	PS.	I.	Sil.	1.69	38	Heli.	None.	CI.	4.16		1.06x3.50	Rod.	3	
Wisconsin X T. Tr.	4-4 1/2 x 5	32.4	66-1000	318.1	4.25	3	Det.	4	Int.	Nie I	Iron.	I.	Sil.	1.81	38	Heli.	Accx.	CI.	4.75		1.19x3.94	Rod.	4	
Wisconsin E T. Tr.	6-6 x 7	86.4	140-1000	1187	4.0	4	Det.	2	Sep.	Iron.	Iron.	I.	Sil.	2.50	44	Heli.	None.	CI.	6.25		1.69x5.22	Rod.	4	
Wisconsin K T. Tr.	4-6 x 7	57.6	112-1300	792	4.0	3	Det.	4	Sep.	Iron.	Iron.	I.	Sil.	2.50	44	Heli.	None.	CI.	6.25		1.69x5.22	Rod.	4	
Wisconsin GT Tractors.	6-3 3/8 x 5	33.7	69-2000	331	4.5	3	Det.	6	Int.	Iron.	Iron.	I.	Sil.	1.50	38	Heli.	None.	CI.	3.90	50.0	1.63x3.09	Rod.	3	
Wisconsin C Trucks.	4-3 3/8 x 5	22.5	38-2000	221	4.17	3	Det.	4	Int.	Nie I	PS.	L.	Sil.	1.53	26	Heli.	Idler.	CI.	4.47		1.06x3.22	Rod.	3	
Wisconsin B-2, B-3 Tractors.	4-5 1/2 x 6 1/2	44.1	91-1400	563	4.08	3	Det.	4	Sep.	Iron.	Iron.	I.	Sil.	2.25	43	Heli.	None.	CI.	5.95		1.50x4.50	Rod.	4	
Wisconsin N Trucks.	6-3 1/2 x 4 1/4	29.4	55-2500	245	4.6	3	Det.	6	Int.	Iron.	PS.	I.	Sil-e	1.50	37	Heli.	Cam.	CI.	4.00	32.0	1.06x3.12	Pist.	3	

ABBREVIATIONS:

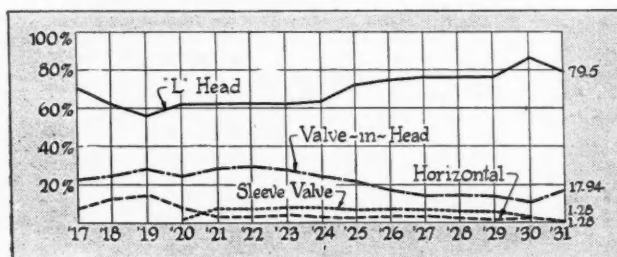
a—Main Bearings
Accx—Accessories Drive.
Al—Aluminum Alloy.
Als—Aluminum Steel with Strut
AST—Alloy Steel.
b—Connecting Rod Bearings.

B—Buses
Ball—Ball Bearing.
c—Camshaft Bearings.
C—Cars.
Cam—Camshaft.
Car—Carbon Steel.
Cent—Centrifugal.
ChN—Chrome Nickel Steel.

Chr—Chromium Steel.
ChVa—Chrome Vanadium.
C&H—Chain and Helical Gear.
CI—Cast Iron.
Crac—Crankshaft and Accessories.
Cran—Crankshaft.
d—Wrist Pins.
Det—Detachable.

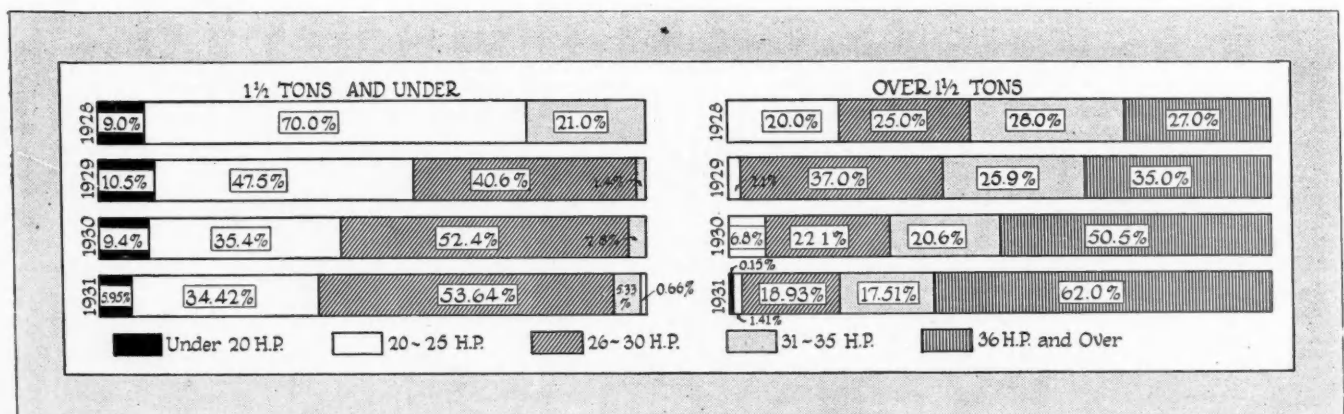
Dur—Duralumin.
e—(Oiling System)—Timing Gear Case.
e—Exhaust.
Ecc—Eccentric.
f—Rocker Arm.
Flo—Floating.
Heli—Helical.

Valve Location (Passenger Car Engines in Current Chassis)



For Data
See p. 326

Rated Horsepower (Truck Engines in Current Chassis)



For Data
See p. 326

ENGINES—Continued



CONNECTING RODS			CRANKSHAFT						OILING SYSTEM		WATER CIRCULATION		GOVERNOR		MISCELLANEOUS						MAKE AND MODEL					
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Crank Pin Diameter and Length (Ins.)	Main Bearings		Pressure to	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carburetor or Ignition) Lbs.	Adapted for Use of Kerosene?	Overall Dimensions (Ins.)							
							Number	Front											Rear	Width		Height	Length			
Car.			Car.	.25	No.	2.37x2.75	3	2.37x2.75	2.50x3.50	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		1150		30 1/2	40 1/4	43 1/2	1 or 2	Waukesha.	DKR		
Car.	13.25		Car.		No.	2.38x3.25	3	2.38x3.25	2.50x4.00	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		1350		30 1/2	40 1/4	47 1/2	1, 2	Waukesha.	ER		
Car.	13.25		Car.		No.	2.50x2.75	3	3.00x3.00	3.00x3.63	abce.	Gear.	Pump.	Cent.	Stk.	Cent.	1000		1550		30 1/2	42	48	1	Waukesha.	HS	
Car.	13.25		Car.		No.	2.50x2.75	3	3.00x3.00	3.00x3.63	abce.	Gear.	Pump.	Cent.	Stk.	Cent.	1000		1575		30 1/2	42	48	1	Waukesha.	HL	
Car.	18.0		Car.	None.	No.	3.25x2.75	5	3.75x3.75	3.75x5.50	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		2650		34	51 1/2	59 1/2	0, 00	Waukesha.	WS		
Car.	18.0		Car.	None.	No.	3.25x2.75	5	3.75x3.75	3.75x5.50	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		2700		34	51 1/2	59 1/2	0, 00	Waukesha.	WL		
Car.	18.0		Car.	None.	No.	3.25x2.75	5	3.75x3.75	3.75x5.50	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		2750		34	51 1/2	59 1/2	0, 00	Waukesha.	WK		
Car.	8.75		Car.	None.	No.	2.00x1.50	4	2.37x1.75	2.37x2.37	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		625		25 1/2	33 1/2	40 1/2	4	Waukesha.	GTL		
Car.	8.75		Car.	None.	No.	2.00x1.50	4	2.37x1.75	2.37x2.37	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		625		25 1/2	33 1/2	40 1/2	4	Waukesha.	GTL		
Car.	8.75		Car.	None.	No.	2.25x1.50	7	2.62x1.62	2.62x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent.		860		20 1/2	31	43 1/2	2, 2	Waukesha.	GMS		
Car.	8.75		Car.	None.	No.	2.25x1.50	7	2.62x1.62	2.62x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent.		875		20 1/2	31	43 1/2	2, 2	Waukesha.	GML		
Car.	8.75		Car.	None.	No.	2.25x1.50	7	2.62x1.62	2.62x2.75	abce.	Gear.	Pump.	Cent.	Opt.	Cent.		890		20 1/2	31	43 1/2	2, 2	Waukesha.	GML		
Car.	10.25		Car.		No.	2.75x1.75	7	3.00x1.81	3.00x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent.		1150		26	34 1/2	46 1/2	3	Waukesha.	6SR		
Car.	10.25		Car.		No.	2.75x1.75	7	3.00x1.88	3.00x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Cent.		1250		26	34 1/2	46 1/2	3	Waukesha.	6SR		
Car.	12.25		ChN.	None.	No.	2.75x2.50	4	3.50x2.50	3.50x3.37	abce.	Gear.	Pump.	Cent.	Opt.	Cent.		1250		26	41 1/2	54 1/2	2	Waukesha.	6HB		
Car.	13.25		ChN.	None.	No.	2.75x2.50	4	3.50x2.50	3.50x3.37	abce.	Gear.	Pump.	Cent.	Opt.	Cent.	1600	750	1300	No.	26	41 1/2	54 1/2	2	Waukesha.	6RB	
Car.	13.25		ChN.	None.	No.	2.75x2.50	4	3.50x2.50	3.50x3.37	abce.	Gear.	Pump.	Cent.	Opt.	Cent.		1250		26	41 1/2	54 1/2	2	Waukesha.	6AB		
Car.	18.38		Car.		No.	4.00x3.75	7	4.50x5.00	4.25x5.50	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		7300	Yes.	42	60	95 1/2	00	Waukesha.	6LS		
Car.	18.38		Car.		No.	4.00x3.75	7	4.50x5.00	4.25x5.50	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		7335	Yes.	42	60	95 1/2	00	Waukesha.	6LK		
Car.	10.50		Car.	None.	No.	2.00x2.00	3	1.94x2.50	2.06x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1800		1000	615	No.	26	34	35 1/2	3	Wisconsin.	SU
Car.	12.00		Car.	None.	No.	2.50x1.50	3	2.50x2.34	2.50x2.75	abce.	Gear.	Pump.	Cent.	NP.	None.	None.	900	790	No.	25 1/2	36	41 1/2	3	Wisconsin.	Y	
Car.	10.50		Car.	None.	No.	2.75x2.50	4	2.75x3.00	2.75x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Opt.		800	950	No.	21 1/2	34 1/2	52 1/2	2	Wisconsin.	Z	
Car.	8.50		Car.	None.	No.	2.00x1.50	4	2.00x2.25	2.00x1.75	abce.	Gear.	Pump.	Cent.	NP.	None.	None.	2500	800	No.	26	32 1/2	41 1/2	3	Wisconsin.	F	
Car.	10.50		Car.	None.	No.	2.50x1.75	4	2.50x2.50	2.50x3.00	abce.	Gear.	Pump.	Cent.	NP.	None.	None.	600		No.				3	Wisconsin.	G	
Car.	10.50		Car.	None.	No.	2.75x2.00	3	2.75x2.50	2.75x3.00	abce.	Gear.	Pump.	Cent.	Stk.	Cent.	1575	800	1015	No.	25 1/2	35 1/2	55 1/2	2	Wisconsin.	H, HB	
Car.	10.50		Car.	None.	No.	2.75x2.00	3	2.75x2.50	2.75x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1800	900	640	No.	26	34	35 1/2	3	Wisconsin.	W	
Car.	10.50		Car.	None.	No.	3.25x3.00	3	3.75x4.00	3.75x4.00	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	1400	1000	850	No.	26	36	47 1/2	2	Wisconsin.	X	
Car.	14		Car.	None.	No.	3.25x3.00	3	3.75x4.00	3.75x4.00	abce.	Gear.	Pump.	Cent.	Opt.	Opt.		700							Wisconsin.	E	
Car.	10.50		Car.	None.	No.	2.50x1.75	4	2.50x2.50	2.50x3.00	abce.	Gear.	Pump.	Cent.	Stk.	Cent.		800	2050	No.	28 1/2	49 1/2	55 1/2	0	Wisconsin.	K	
Car.	10.50		Car.	None.	No.	2.00x2.00	3	1.94x2.50	2.06x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Opt.	2000	950	595	No.	26	35	35 1/2	3	Wisconsin.	GT	
Car.	13		Car.	None.	No.	3.00x2.75	3	3.00x3.50	3.00x3.50	abce.	Gear.	Pump.	Cent.	Opt.	Opt.		800	1800	No.	28 1/2	46 1/2	51 1/2	0	Wisconsin.	C	
Car.	9.00		Car.			2.25x1.75	4	2.25x2.50	2.25x3.00	abce.	Gear.	Pump.	Cent.	Opt.	Opt.		800	820	No.	23 1/2	31 1/2	44 1/2	3	Wisconsin.	B-2, B-3	

I—Both valves in head.
 lo—Valve in Head; overhead camshaft.
 Ind—Industrial.
 Int—Integral.
 L—Valves at side. ("L" head).
 Mag—Magnesium.
 Nicl—Nickel Iron.

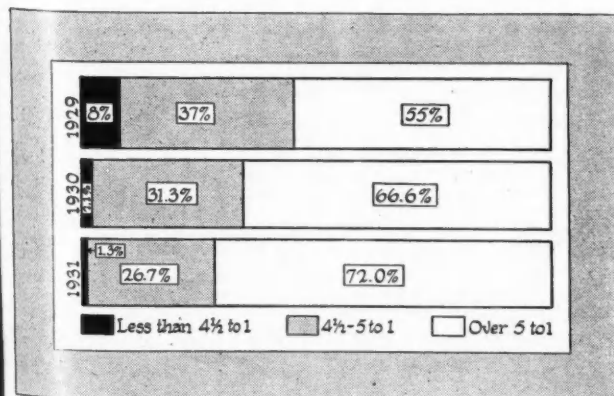
NickS—Nickel Steel.
 NP—No provision.
 Opt.—Optional.
 PS—Pressed Steel.
 Pist—Piston.
 Rail C—Rail Cars.
 Sep—Separate.
 Sil—Silicone Steel.

Sl—Sleeve.
 Spec—Special.
 SpP—Splash with pressure.
 SS—Semi Steel.
 Stk—Standard Equipment.
 Suct—Suction.
 T—Trucks.
 ThS—Thermo-siphon.

Tr—Tractors.
 Tun—Tungsten.
 Van Bl'k—Van Blarek.
 Var—Various.
 *—Optional.
 o—Others also.
 †—Inlet valve only.
 ‡—1930 Specifications.

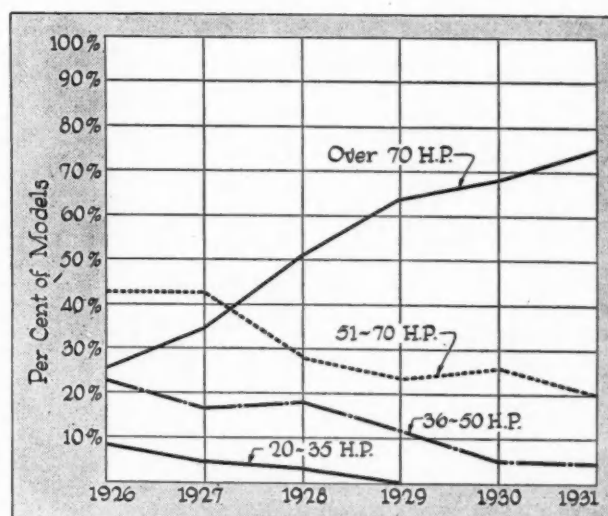
Engine Trends

Compression Ratios
 (Passenger Car Engines in Current Chassis)

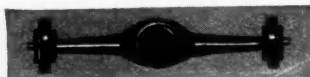
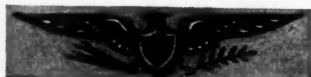


For Data
 See p. 326

Maximum Horsepower
 (Passenger Car Engines in Current Chassis)



For Data
 See p. 326



AMERICAN STOCK

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.)				GEAR RATIO				NOMINAL PITCH OF GEARS		FACE OF GEARS		AXLE SHAFT		RANGE OF SPRING CENTERS		Propulsion Taken by	Torque Taken by	Provision for Radius Red?		
						First Redu- ction		Final Reduction		First Reduction			Final Reduction		First Reduction	Final Reduction	First Reduction	Final Reduction	Diameter at Dif- ferential End (Ins.)	Diameter at Wheel End (Ins.)	Material S.A.E. No.				Maximum	Minimum
						Pinion	Gear	Pinion	Gear	Standard	Optional	Optional	Standard	Optional												
Clark B320	Cars	3200	550	1 1/2 F	S.B.	2320	2320			3.64	3.92			4.25		1.25		1.5	1.75	4130	42		Sp	No.		
Clark B364	Trucks	3600	550	1 1/2 F	S.B.	2320	2320			5.1	5.66	4.25		4.25	1.25			1.63	1.97	4130	40	38 1/2	Sp	No.		
Clark B510	Trucks	6000	650	1 1/2 F	S.B.	2320	2315			5.66	5.1	6.38		3.80	1.69			1.75	2.56	3140	40	38 1/2	Sp	No.		
Clark B721	Trucks	7500	1000	1 1/2 F	S.B.	2512	2315			7.13	6.38	6.88		3.73	1.75			2.06	2.88	3140	40	38 1/2	Sp	No.		
Clark B-370	Trucks	4000	550	F.F.	S.B.	2320	2320			5.1	5.66	6.38		4.25	1.25			1.62	1.62	3140	40	38 1/2	Sp	No.		
Clark B-373	Trucks	4000	550	F.F.	S.B.	2315	2315			6.37	5.67	6.86		4.25	1.44			1.62	1.62	3140	43 3/4	38	Sp	No.		
Clark B-374	Trucks	4000	550	F.F.	S.B.	2315	2315			6.37	5.67	6.86		4.25	1.44			1.62	1.62	3140	41	38	Sp	No.		
Clark B-610	Trucks	6000	650	F.F.	S.B.	2315	2315			5.66	6.375			3.80	1.68			1.75	1.75	3140	40	38 1/2	Sp	No.		
Clark B-611	Trucks	11000	650	F.F.	S.B.	2315	2315			5.66	6.375			3.80	1.68			1.75	1.75	3140	41	37 1/2	Sp	No.		
Clark B-640	Trucks	6500		F.F.	S.B.	2512	2315			5.66	5.1	6.38		3.34	1.75			1.93	1.93	3140	41	37 1/2	Sp	No.		
Clark B-800	Trucks	15400	1000	F.F.	S.B.	2512	2315			6.37	7.125	5.66		3.34	1.75			2.12	2.12	3140	41	37 1/2	Sp	No.		
Columbia 17500	Cars			1 1/2 F	S.B.	2320	2320			4.8	5.37							1.18	1.37	4140			Sp	No.		
Columbia 17000A	Cars			1 1/2 F	S.B.	2320	2320			4.9	4.5			5.3	1.2			1.24	1.37	4140			Sp	No.		
Columbia 22000	Cars			1 1/2 F	S.B.	2320	2320			5.1	4.5			4.8	1.31			1.44	1.50	4140	43	38	Sp	No.		
Columbia 36000	Trucks			1 1/2 F	S.B.	2320	2320			5.2					1.37			1.42	1.75	4140			Sp	No.		
Columbia 54506	Trucks			3 1/2 F	S.B.	2320	2320			4.9				3.7	1.46			1.55	1.56	4140			Sp	No.		
Columbia 55000	Trucks			F.F.	S.B.	2320	2320			5.20				3.4	1.50			1.56	1.56	4140	40 1/2	37 1/2	Sp	No.		
Eaton 517	Trucks	3500	330	1 1/2 F	S.B.	2512	2315			5.37	4.9	4.45		4.13	1.25			1.25	1.57	Mol	44	37	Sp	No.		
Eaton 518	Trucks	3500	330	1 1/2 F	S.B.	2512	2315			4.45	5.37	4.9		4.78	1.25			1.37	1.57	Mol	42	37	Sp	No.		
Eaton Harv. 1154	Trucks	4500	390	1 1/2 F	S.B.	2512	2315	2512	2512	5.28			15.46	3.36	1.37			1.62	1.93	Mol	40	37	Sp	No.		
Eaton 1164	Trucks	4500	490	1 1/2 F	S.B.	2512	2512	2512	2315	5.16			12.13	3.25	1.50			1.62	1.97	Mol	40	37	Sp	No.		
Eaton 1012	Trucks	5000	460	1 1/2 F	S.B.	2512	2315			5.33	6.12	6.37		4.00	1.25			1.50	1.97	Mol	40	Var.	Sp	No.		
Eaton 1017	Trucks	5000	460	1 1/2 F	S.B.	2512	2315			5.33	6.37	7.28		4.25	1.25			1.50	1.96	Mol	40	Var.	Sp	No.		
Eaton 1512	Trucks	6000	675	1 1/2 F	S.B.	2512	2315			5.66	5.33	6.62		3.92	1.37			1.62	2.16	Mol	40	Var.	Sp	No.		
Eaton 1518	Trucks	7200	900	1 1/2 F	S.B.	2512	2315			6.5				2.94	1.75			1.62	2.5	Mol	40	Var.	Sp	No.		
Eaton 1618	Trucks	7200	675	F.F.	S.B.	2512	2315			5.62	6.42	5.11		3.4	1.50			1.75		Mol	42	38	Sp	No.		
Eaton 1718	Trucks	9000	1350	F.F.	S.B.	2512	2315			6.57	7.14	6.14		3.20	1.75			1.97		Mol	42	Var.	Sp	No.		
Eaton 2512	Trucks	12000	1350	F.F.	S.B.	2512	2315			6.43	7.16	5.62		3.00	1.87			1.97	1.97	Mol	40	Var.	Sp	No.		
Eaton T-45	Trucks	9500	1000	F.F.	D.R.	2512	2315	2512	2315	2.18	2.56		8.05	9.43	2.18	4.00	1.56	3.25	1.97	1.97	Mol	42	Var.	Sp	No.	
Eaton 2412	Trucks	15000	1350	F.F.	D.R.	2512	2315	2512	2315	2.18	1.92		8.05	7.10	3.00	4.00	1.56	3.25	1.97	1.97	Mol	40	Var.	Sp	No.	
Eaton 40000	T & Bu.	12000	1300	F.F.	D.R.	2512	2315	2512	2315	2.39	1.93		7.5	6.09	3.35	4-6	1.62	3.00	1.97	1.97	Mol	45 1/2	Var.	Sp	No.	
Eaton 41000	Trucks	12000	1300	F.F.	D.R.	2512	2315	2512	2315	2.39	2.80		7.5	8.85	3.35	4-6	1.62	3.00	1.97	1.97	Mol	42	Var.	Sp	No.	
Eaton 62000	T & Bu.	15000	2000	F.F.	D.R.	2512	2315	2512	2315	1.90			4.08	5.66	3.64	4-5	1.75	3.50	2.25	2.25	Mol	50	Var.	Sp	No.	
Eaton 65000	T & Bu.	15000	2000	F.F.	D.R.	2512	2315	2512	2315	3.08	2.64		10.48	8.4	3.36	4-5	1.75	3.50	2.25	2.25	Mol	44 1/2	Var.	Sp	No.	
Eaton 65041	T & Bu.	15000	2000	F.F.	D.R.	2512	2315	2512	2315	2.46	3.08		10.48	8.4	3.36	4-5	1.75	3.25	2.25	2.25	Mol	44 1/2	Var.	Sp	No.	
Eaton 66000	T & Bu.	18000		F.F.	D.R.	2512	2512	2512	2315	2.08			7.02	2.45	3.4	1.87	3.44	1.37	1.37	Mol	41	Var.	Sp	No.		
Eaton 102000	T & Bu.	22000		F.F.	D.R.	2512	2512	2512	2315	2.81			9.32	3.03	2.06	4.58	2.62	2.62	2.62	Mol	41	Var.	Sp	No.		
Eaton Harv. 58	Trucks	13000	1800	F.F.	D.R.	2512	2512	2512	2315	2.23	2.64		8.4	9.94	3.13	4-5	1.75	3.25	2.12	2.12	Mol	41 3/4	Var.	Sp	No.	
Eaton 78	Trucks	18000	2000	F.F.	D.R.	2512	2512	2512	2315	2.25	2.06		10.45	7.85	3	4-5	1.87	4.00	2.50	2.50	Mol	44 1/2	Var.	Sp	No.	
Salisbury S	Cars	850		1 1/2 F	S.B.	2315	2315			5.25				6.46	1.06			.979	1.00	4140	Var.	Var.	T.T.	Sp	No.	
Salisbury O	Cars	1700		1 1/2 F	S.B.	2315	2315			Var.	Var.	Var.		Var.	1.25			1.18	1.37	4140	Var.	Var.	Sp	No.		
Salisbury M	Cars	2300		1 1/2 F	S.B.	2315	2315			Var.	Var.	Var.		Var.	1.37			1.31	1.56	4140	Var.	Var.	Sp	No.		
Salisbury P	Cars	2300		1 1/2 F	Wo.	3115				4.50	4.75	5.00		Var.				1.37	1.57	4140	41	Var.	Sp	No.		
Salisbury F cars		3000		1 1/2 F	S.B.	2315	2315			Var.	Var.	Var.		Var.	1.50			1.47	1.75	4140	Var.	Var.	Sp	No.		
Salisbury J	Cars	1900		1 1/2 F	S.B.	2315	2315			Var.	Var.	Var.		Var.	1.12			1.18	1.38	4140	Var.	Var.	Sp	No.		
Salisbury T	Cars	2000		1 1/2 F	S.B.	2315	2315			Var.	Var.	Var.		Var.	1.31			1.31	1.56	4140	Var.	Var.	Sp	No.		
Salisbury F Trucks		4000		1 1/2 F	S.B.	2315	2315			Var.	Var.	Var.		Var.	1.50			1.46	2.00	4140	Var.	Var.	Sp	No.		
Timken 52200	Trucks			F.F.	S.B.	4615	4615			5.83	4.86	5.17		11.5	1.37			1.62	1.50	3240	41	38	Sp	No.		
Timken 53200	Trucks			F.F.	S.B.	4615	4615						6.60	5.66	12.25			1.62	1.50	3240	41	39	Sp	No.		
Timken 54200	Trucks			F.F.	S.B.	4615	4615			5.83	4.86	6.80		12.62	1.69			1.75	1.62	3240	41	39	Sp	No.		
Timken 56200	Trucks			F.F.	S.B.	4615	4615			6.17	5.29	5.71		14	2.13			1.87	1.75	3240	41	39	Sp	No.		
Timken 58200	Trucks			F.F.	S.B.	4615	4615			6.83	5.57	6.14		16	2.6			2.00	1.81	3240	41	39	Sp	No.		
Timken 64800	Trucks			F.F.	Wo.	3115				6.00	6.40	7.40						1.87	1.75	3240	41	39	Sp	No.		
Timken 65200	Trucks			F.F.	Wo.	3115				7.50	6.75	8.75						2.00	1.81	3240	41	39	Sp	No.		
Timken 65720	Trucks			F.F.	Wo.	3115				8.50	6.80	7.75						2.25	2.00	3240	41	39	Sp	No.		
Timken 66720	Trucks			F.F.	Wo.	3115				8.20	6.80	10.25						2.37	2.12	3240	41	39 1/2	Sp			

REAR AXLES



Designed for Hitchhike Drive?	Location of Spring Pads	DIFFERENTIAL			SERVICE BRAKE			EMERGENCY BRAKE			Location of Brake Shaft Arms	BEARINGS					Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (Ins.)	Tread (Ins.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL				
		Make	Type	Number of Pinions	Type and Location	Diameter of Drum (Ins.)	Lining		Type and Location	Diameter of Drum (Ins.)		Lining		First Reduction Pinion	Final Reduction Pinion	At Differential							At Wheels	On Pinion Shaft		
							Width (Ins.)	Thickness (Ins.)				Width (Ins.)	Thickness (Ins.)												Width (Ins.)	Thickness (Ins.)
Yes	B A.	Frost	B.	4	Int-Rw.	15	1 3/4	1/4						Roller.	Roller.	Roller.	Ball.	Ma L.	8 1/4-30	57 1/2	242	Oil.	Clark	B-320		
Yes	Opt.	Frost	B.	4	Int-Rw.	15	2	1/4						Roller.	Roller.	Roller.	Ball.	Steel.	8 1/4-30	57	250	Oil.	Clark	B-364		
Yes	Opt.	B-L-C	B.	4	Int-Rw.	16	2 1/4	3/8						Roller.	Roller.	Roller.	Ball.	Steel.	8 1/4-32	60 1/2	360	Oil.	Clark	B-510		
Yes	Opt.	Fair	B.	4	Int-Rw.	16	3	5/8						Roller.	Roller.	Roller.	Ball.	Steel.	8 1/4-34	61 1/2	532	Oil.	Clark	B-721		
Yes	Opt.	Frost	B.	2	Int-Rw.	15	2 1/4	3/8						Roller.	Roller.	Roller.	Roller.	Steel.	8 1/4-30	64 1/2	287	Oil.	Clark	B-370		
Yes	Opt.	Frost	B.	2	Int-Rw.	15	2	2 1/4	None.		No.	No.	No.	Roller.	Roller.	Roller.	Roller.	Steel.	8 1/4-30	63 1/2	300	Oil.	Clark	B-373		
Yes	Opt.	Frost	B.	2	Int-Rw.	15	2	2 1/4	None.		No.	No.	No.	Roller.	Roller.	Roller.	Roller.	Steel.	8 1/4-30	61 1/2	295	Oil.	Clark	B-374		
Yes	Opt.	B-L-C	B.	4	Int-Rw.	16	2 1/4	3/8						Roller.	Roller.	Roller.	Ball.	Steel.	8 1/4-32	64 1/2	376	Oil.	Clark	B-610		
Yes	Opt.	B-L-C	B.	4	Int-Rw.	16	3	1/2						Roll.	Roller.	Roller.	Roller.	Steel.	8 1/4-32	63 1/2	412	Oil.	Clark	B-611		
Yes	Opt.	Fair	B.	4	Int-Rw.	16	3 1/2	3/4						Roll.	Roller.	Roller.	Roller.	Steel.	7 1/4-32	66 1/2	490	Oil.	Clark	B-640		
Yes	Opt.	Fair	B.	4	Int-Rw.	17 1/4	4	1/2						Roll.	Roller.	Roller.	Roller.	Steel.	7 1/4-32	72 1/2	539	Oil.	Clark	B-800		
Yes	Opt.	New P	B.	2	Int-Rw.	12	1 3/4	1/4	None.		No.	No.	No.	Roller.	Roller.	Roller.	Roller.	1010		58	155	Oil.	Columbia	17500		
Yes	Opt.	New P	B.	2	Int-Rw.	12	1 3/4	1/4	None.		No.	No.	No.	Roller.	Roller.	Roller.	Roller.	1010		61	169	Oil.	Columbia	17000A		
Yes	Opt.	War	B.	2	Int-Rw.	14	1 3/4	1/4	None.		No.	No.	No.	Roller.	Roller.	Roller.	Roller.	1010	9-30	59	185	Oil.	Columbia	22000		
Yes	Opt.	New P	B.	2	Int-Rw.	16	2 1/4	3/8	None.		No.	No.	No.	Roller.	Roller.	Roller.	Roller.	Ma L.		58	372	Oil.	Columbia	36000		
Yes	Opt.	B-L-C	B.	4	Int-Rw.	16	2 1/4	3/8	None.		No.	No.	No.	Roller.	Roller.	Roller.	Roller.	1010	9 1/4-32	58	447	Oil.	Columbia	54500		
Yes	Opt.	B-L-C	B.	4	Int-Rw.	16	3	1/2	None.		No.	No.	No.	Roller.	Roller.	Roller.	Roller.	Ma L.		60	504	Oil.	Columbia	55000		
Yes	Opt.	B.L	B.	2	Int-Rw.	14	2	1/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	9 1/4-32	56	236	Oil.	Eaton	517	
Yes	AA	B-L	B.	2	Int-Rw.	14	2	1/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	8 1/4-20	56		Oil.	Eaton	518	
Yes	Opt.	Own	B.	2	Int-Rw.	14	2	1/4	None.		No.	No.	No.	I F	Roller.	None.	Roller.	Roller.	Ma L.	9 1/4-32	56 1/2	350	Oil.	Eaton Harv.	1154	
Yes	AA	Own	B.	2	Int-Rw.	14	2	1/4	None.		No.	No.	No.	I F	Roller.	None.	Roller.	Roller.	Ma L.	7 1/4-20	56 1/2		Oil.	Eaton	1164	
Yes	Opt.	B.L	B.	4	Int-Rw.	15 1/4	2 1/4	3/4	Int-Rw.	15 1/4	2 1/4	3/4	I F	Ball.	None.	Roller.	Roller.	Ball.	Ma L.	8 1/4-32	57 1/2	400	Oil.	Eaton	1012	
Yes	AA	B-L	B.	4	Int-Rw.	14	2	1/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ball.	Ma L.	10 1/4-20	57 1/2		Oil.	Eaton	1017
Yes	Opt.	B.L	B.	4	Int-Rw.	15 1/4	2 1/4	3/4	Int-Rw.	15 1/4	2 1/4	3/4	I F	Ball.	None.	Roller.	Roller.	Ball.	Ma L.	8 1/4-32	60 1/2	434	Oil.	Eaton	1512	
Yes	AA	Own	B.	2	Int-Rw.	16	2 1/2	3/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ball.	Ma L.	8 1/4-32			Oil.	Eaton	1518
Yes	AA	B-L	B.	4	Int-Rw.	16	2 1/4	3/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ball.	Ma L.	9-20	66		Oil.	Eaton	1616
Yes	AA	Own	B.	4	Int-Rw.	17 1/2	3	1/2	None.		No.	No.	No.	Ball.	Roller.	Roller.	Roller.	Ball.	Ma L.	9 1/4-20	69		Oil.	Eaton	1718	
Yes	AA	Own	B.	4	Int-Rw.	17	4	1/2	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ball.	Ma L.	10 1/4-36	67 1/2		Oil.	Eaton	2512
Yes	AA	Own	B.	4	Int-Rw.	17 1/2	3	1/2	None.		No.	No.	No.	I F	Roller.	Roller.	Roller.	Roller.	Ma L.	9 1/4-20	69		Oil.	Eaton	T-45	
Yes	AA	Fair	B.	4	Int-Rw.	17	4	1/2	None.		No.	No.	No.	I F	Roller.	Roller.	Roller.	Roller.	Ma L.	10 1/4-36	67 1/2		Oil.	Eaton	2412	
Yes	Opt.	Frost	B.	4	Int-Rw.	16 1/2	5	1/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	10 1/4-34	66 1/2		Oil.	Eaton	40000	
Yes	Opt.	Frost	B.	4	Int-Rw.	16 1/2	5	1/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	10 1/4-34	64 1/2	728	Oil.	Eaton	41000	
Yes	Opt.	Frost	B.	4	Int-Rw.	20	5	1/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	9 1/4-36	73 1/2	865	Oil.	Eaton	62000	
Yes	Opt.	Frost	B.	4	Int-Rw.	20	5	1/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	9 1/4-36	66 1/2	965	Oil.	Eaton	65000	
Yes	Opt.	Frost	B.	4	Int-Rw.	16 1/2	5	1/4	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	9 1/4-36	73 1/2	1120	Oil.	Eaton	65041	
Yes	Opt.	Frost	B.	4	Int.	17	5	1/2	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	11 1/4-20	72 1/2		Oil.	Eaton	66000	
Yes	Opt.	Frost	B.	4	Int.	20	5	1/2	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	12 1/4-24	72 1/2		Oil.	Eaton	102000	
Yes	Opt.	Frost	B.	4	Int-Rw.	17	5	1/2	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	9 1/4-36	77	971	Oil.	Eaton Harv.	58	
Yes	Opt.	Frost	B.	4	Int-Rw.	17	6	1/2	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	8 1/4-38	77	1359	Oil.	Eaton	78	
No	B.A.	Spicer	B.	2	Int-Rw.	8	1 1/2	Var.	None.		No.	No.	No.	I F	Ball.	None.	Roller.	Roller.	Ma L.	4 1/2-3		62	Oil.	Salisbury	S	
Yes	AA	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None.		No.	No.	No.		Roller.	None.	Roller.	Roller.	1015	Var.	Var.	150	Oil.	Salisbury	O	
Yes	AA	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None.		No.	No.	No.		Ball.	None.	Roller.	Roller.	1015	Var.	Var.	190	Oil.	Salisbury	M	
Yes	B.A.	Timken	B.	2	Int-Rw.	14	1 1/4	Var.	None.		No.	No.	No.		Roller.	None.	Roller.	Roller.	Ma L.	Var.	58 1/2	190	Oil.	Salisbury	P	
Yes	B.A.	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None.		No.	No.	No.		Ball.	None.	Roller.	Roller.	1015	Var.	Var.	250	Oil.	Salisbury	F cars	
Yes	B.A.	Spicer	B.	2	Int-Rw.	12	1 1/2	Var.	None.		No.	No.	No.		Ball.	None.	Roller.	Roller.	1015	Var.	58	150	Oil.	Salisbury		
Yes	B.A.	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None.		No.	No.	No.		Roller.	None.	Roller.	Roller.	1015	Var.	Var.	180	Oil.	Salisbury	T	
Yes	AA	Spicer	B.	2	Int-Rw.	Var.	Var.	Var.	None.		No.	No.	No.		Ball.	None.	Roller.	Roller.	Ma L.	Var.	60	280	Oil.	Salisbury	F	
Yes	AA	Timken	B.	4	Int-Rw.	16	Opt.	Opt.	None.		No.	No.	No.	Opt.	Roller.	None.	Roller.	Roller.	Ma L.		63		Oil.	Timken	52200	
Yes	AA	Timken	B.	4	Int-Rw.	16	Opt.	Opt.	None.		No.	No.	No.	Opt.	Roller.	None.	Roller.	Roller.	Ma L.		64		Oil.	Timken	53200	
Yes	AA	Timken	B.	4	Int-Rw.	16	Opt.	Opt.	None.		No.	No.	No.	Opt.	Roller.	None.	Roller.	Roller.	Ma L.		67 1/2		Oil.	Timken	54200	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	Opt.	None.		No.	No.	No.	Opt.	Roller.	None.	Roller.	Roller.	Ma L.		69 1/2		Oil.	Timken	56200	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	Opt.	None.		No.	No.	No.	I F	Roller.	None.	Roller.	Roller.	Ma L.		67 1/2		Oil.	Timken	58200	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	Opt.	Int-Ps	13	3 1/2			I F	Roller.	None.	Roller.	Roller.	Ma L.		67 1/2		Oil.	Timken	64800	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	Opt.	Int-Ps	13	3 1/2			I F	Roller.	None.	Roller.	Roller.	1010		70		Oil.	Timken	65200	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	Opt.	Int-Ps	14 1/4	3 1/2			I F	Roller.	None.	Roller.	Roller.	1010		72 1/2		Oil.	Timken	65720	
Yes	AA	Timken	B.	4	Int-Rw.	21	Opt.	Opt.	Int-Ps	14 1/4	4 1/2			I F	Roller.	None.	Roller.	Roller.	1010		72 1/2		Oil.	Timken	66720	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	Opt.	Int-Ps	13	3 1/2			Opt.	Roller.	Roller.	Roller.	Roller.	Ma L.		69 1/2		Oil.	Timken	67820	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	Opt.	Int-Ps	13	3 1/2			I F	Roller.	Roller.	Roller.	Roller.	1010		70		Oil.	Timken	75200	
Yes	AA	Timken	B.	4	Int-Rw.	17 1/4	4	Opt.	Int-Ps	14 1/4	4 1/2			I F	Roller.	Roller.	Roller.	Roller.	1010		72 1/2		Oil.	Timken		

Automotive Industries

Muncie Prod... 552860/Trucks.
Muncie Prod... 553110/C.

AMERICAN STOCK STEERING GEARS

[illegible]

AMERICAN STOCK FRONT AXLES

MAKE AND MODEL	Designed for	AXLE CENTER			BEARINGS TYPE		MATERIAL		Inclination of Wheel Spindles (Deg.)	Recommended Fore & Aft Inclination (Deg.)	Do Wheels Trail?	TIE ROD		Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	ROAD CLEARANCE		FRONT WHEEL BRAKES		Wheel Tread (Ins.)	Weight (Complete) Without Wheels (Lbs.)	MAKE AND MODEL
		Type	Depth of Section (Ins.)	Width of Flange (Ins.)	Type of Steering Head	In Hubs	Spindle Thrust	Pivots				Location	End Type			Minimum	Size	Equipped?	Type			
Clark... F210	Cars	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	121	Clark... F210
Clark... F206 & F208	Trucks	S	2 3/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	125	Clark... F206 & F208
Clark... F310 & F314	Trucks	S	2 3/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	180	Clark... F310 & F314
Clark... F314	Trucks	S	2 3/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	189	Clark... F314
Clark... F212	Trucks	S	2 3/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	195	Clark... F212
Eaton... 502F	Trucks	S	2 3/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	200	Eaton... 502F
Eaton... 217FW	Trucks	S	2 3/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	205	Eaton... 217FW
Eaton... 250F	Trucks	S	2 3/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	210	Eaton... 250F
Eaton... 417F	Trucks	S	2 3/4	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	215	Eaton... 417F
Eaton... 433F	T & B	S	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	220	Eaton... 433F
Eaton... 527F	T & B	S	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	225	Eaton... 527F
Eaton... 530F	T & B	S	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	230	Eaton... 530F
Eaton... 532F	T & B	S	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	235	Eaton... 532F
Eaton... 54F	T & B	S	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	240	Eaton... 54F
Eaton... 59F	T & B	S	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	245	Eaton... 59F
Eaton... 74F	T & B	S	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	250	Eaton... 74F
Eaton... 75F	T & B	S	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	255	Eaton... 75F
Eaton... 80F	T & B	S	3 1/4	2 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	260	Eaton... 80F
Eaton... 2301	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	265	Eaton... 2301
Highway Trailer... 2302	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	270	Highway Trailer... 2302
Highway Trailer... 1903	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	275	Highway Trailer... 1903
Highway Trailer... 1901	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	280	Highway Trailer... 1901
Highway Trailer... 2005	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	285	Highway Trailer... 2005
Salisbury... S	Cars	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	290	Salisbury... S
Salisbury... O	Cars	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	295	Salisbury... O
Salisbury... M	Cars	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	300	Salisbury... M
Salisbury... L	Cars	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	305	Salisbury... L
Salisbury... P	C & T	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	310	Salisbury... P
Salisbury... F	C & T	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	315	Salisbury... F
Shuler... 310, 5400, 5405	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	320	Shuler... 310, 5400, 5405
Shuler... 350, 5410	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	325	Shuler... 350, 5410
Shuler... 510, 5510, 108, 208	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	330	Shuler... 510, 5510, 108, 208
Shuler... 550, 5550, 508, 608	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	335	Shuler... 550, 5550, 508, 608
Shuler... 610, 6108, 615	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	340	Shuler... 610, 6108, 615
Shuler... 650, 6508, 655	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	345	Shuler... 650, 6508, 655
Shuler... 710, 7108, 715	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	350	Shuler... 710, 7108, 715
Shuler... 5532, 328, 55428	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	355	Shuler... 5532, 328, 55428
Shuler... 5572, 728, 55728	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	360	Shuler... 5572, 728, 55728
Shuler... 5573, 738, 55838	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	365	Shuler... 5573, 738, 55838
Shuler... 632, 6328, 637	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	370	Shuler... 632, 6328, 637
Shuler... 633, 6338, 638	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	375	Shuler... 633, 6338, 638
Shuler... 672, 6728, 677	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	380	Shuler... 672, 6728, 677
Shuler... 673, 6738, 678	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3135	3135	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	385	Shuler... 673, 6738, 678
Timken... 30000	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	390	Timken... 30000
Timken... 30020	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	395	Timken... 30020
Timken... 31000	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	400	Timken... 31000
Timken... 31020	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	405	Timken... 31020
Timken... 33000	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	410	Timken... 33000
Timken... 35000	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	415	Timken... 35000
Timken... 35020	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	420	Timken... 35020
Timken... 35100	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	425	Timken... 35100
Timken... 35120	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	430	Timken... 35120
Timken... 26450	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	435	Timken... 26450
Timken... 27050	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	440	Timken... 27050
Timken... 27450	Trucks	S	2 1/2	1 1/4	Rev. Ell.	Roller	Roller	Plain	3130	3130	1	0	Ball	Ball	8 1/4	9	30	Std.	Int.	57 1/2	445	Timken... 27450

Abbreviations:
 AA—Above Axle
 ASK—Alloy Steel
 B—Buses
 B-P—Ball or Plain
 B-R—Ball or Roller
 C—Cars
 Dimensions Optional
 Also Others

Spec—Special
 Std—Standard Equipment
 T—Trucks
 T-T—Tractor

Opt—Optional
 R—Rear of Axle
 Rev—Reverse Elliott
 Std—Standard

IS—“I” Section
 Mat—Mat
 N-P—No Provision
 R—Rear of Axle
 Rev—Reverse Elliott
 Std—Standard

IA—Internal Air Operated
 IM—Internal Mechanical
 Int—Internal

E-H—External Hydraulic
 E-Ext—External
 H—Hydraulic

B-P—Ball or Plain
 B-R—Ball or Roller
 C—Cars

AA—Above Axle
 ASK—Alloy Steel
 B—Buses

Dimensions Optional
 Also Others

Recommendation of axle sizes are made by the Timken-Detroit Axle Co. only after complete vehicle specifications have been submitted by the vehicle manufacturers.

AMERICAN STOCK CLUTCHES

MAKE AND MODEL	Designed For	Rated Torque Capacity, (Lbs. ft.)	Type	Facing Material	Mean Radius of Each Friction Face (In.)	DIAMETER OF FACING		No. of Driving Members	No. of Driven Members	Disk or Plate Material	No. of Springs	PRESSURES (Lbs.)				Overall Outside Diam- eter of Clutch (In.)	Type of Thrust Bearing	DRIVE TAKEN BY		Means of Adjustment	Is Clutch Brake Provided	Ball Housing (S.A.E.) (Nos.)	Weight (Lbs.)
						Maximum (In.)	Minimum (In.)					Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. In. of Friction Surface	Pressure Required at Thrust Bearing to Disengage			From Flywheel to Driving Members of Clutch	From Drive Membr- s of Clutch to Driving Shaft of Clutch				
Borg & Beck.....	9RD Cars	135	SP	Mo.	3.75	8.87	6.12	2	1	Steel	6	1100	1100	34	275	11 1/4	Opt.	L.O.P.	Splines	None.	No.	1,2,3,4,5	15 1/2
Borg & Beck.....	9A1 Cars	135	SP	Mo.	3.75	8.87	6.12	2	1	Steel	6	1100	1100	34	275	11 1/4	Opt.	L.O.P.	Splines	None.	No.	1,2,3,4,5	15
Borg & Beck.....	10RD Cars	160	SP	Mo.	4.15	9.87	6.75	2	1	Steel	6	1100	1100	27	260	12 1/4	Opt.	L.O.P.	Splines	None.	No.	1,2,3,4,5	19 1/2
Borg & Beck.....	10A1 Cars	160	SP	Mo.	4.15	9.87	6.75	2	1	Steel	6	1100	1100	27	260	12 1/4	Opt.	L.O.P.	Splines	None.	No.	1,2,3,4,5	18
Borg & Beck.....	10A1 Wide F	175	SP	Mo.	4.0	9.87	6.12	2	1	Steel	9	1400	1400	30	325	12 1/2	Opt.	L.O.P.	Splines	None.	No.	1,2,3,4,5	18
Borg & Beck.....	10QWD Cars	175	SP	Mo.	4.0	9.87	6.12	2	1	Steel	1	300	1590	34	350	10 1/4	Ball T.	Pins.	Splines	SCP.	No.	1,2,3,4,5	20
Borg & Beck.....	10QLWD Cars	175	SP	Mo.	4.0	9.87	6.12	2	1	Steel	1	300	1590	34	350	10 1/4	Opt.	Pins.	Splines	SCP.	No.	1,2,3,4,5	20
Borg & Beck.....	11A-1 Cars, T.	Var.	SP	Mo.	4.3	11.12	6.12	2	1	Steel	12	1740	1740	26.2	400	13 1/2	Ball T.	L.O.P.	Splines	None.	No.	1,2,3,4	26
Borg & Beck.....	11Q Cars, T.	Var.	SP	Mo.	4.4	10.87	6.75	2	1	Steel	1	300	1590	28	350	11 1/4	Ball T.	Pins.	Splines	SCP.	No.	1,2,3,4	23
Borg & Beck.....	11QL Cars, T.	Var.	SP	Mo.	4.4	10.87	6.75	2	1	Steel	1	300	1590	28	350	11 1/4	Opt.	Pins.	Splines	SCP.	No.	1,2,3,4	24 1/2
Borg & Beck.....	12QL Cars, T.	Var.	SP	Mo.	4.78	11.87	7.25	2	1	Steel	1	300	1590	23	350	12 1/4	Opt.	Pins.	Splines	SCP.	No.	1,2,3	36 1/2
Borg & Beck.....	13Q Cars, T.	260	SP	Mo.	5.03	12.87	7.25	2	1	Steel	1	300	1590	17.8	350	13 1/2	Ball T.	Pins.	Splines	SCP.	No.	1,2,3	41 1/2
Brown-Lipe.....	65 T & B, Tr	Var.	MD	Var.	3.92	9.45	6.45	13	13	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Keys.	Sp B.	Yes.	1, 2, 3	Var.
Brown-Lipe.....	70 T & B, Tr	Var.	MD	Var.	3.92	9.45	6.45	14	14	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Keys.	Sp B.	Yes.	1, 2, 3	Var.
Brown-Lipe.....	20 C & T	Var.	MD	Var.	3.65	8.43	6.25	3	3	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Keys.	Sp B.	Yes.	3, 4	Var.
Brown-Lipe.....	30 C & T	Var.	MD	Var.	3.65	8.43	6.25	4	4	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Keys.	Sp B.	Yes.	2, 3, 4	Var.
Brown-Lipe.....	35 C, T & B Tr	Var.	MD	Var.	3.65	8.43	6.25	5	5	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Keys.	Sp B.	Yes.	2, 3, 4	Var.
Brown-Lipe.....	51 C, T & B Tr	Var.	MD	Var.	3.65	8.43	6.25	6	6	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Keys.	Sp B.	Yes.	2, 3	Var.
Brown-Lipe.....	55 T, B, Tr	Var.	MD	Var.	3.65	8.43	6.25	7	7	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Keys.	Sp B.	Yes.	1, 2, 3	Var.
Brown-Lipe.....	61 C, T & B	Var.	MD	Var.	3.92	9.25	6.45	10	10	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Keys.	Sp B.	Yes.	2, 3	Var.
Brown-Lipe.....	60 T, B & Tr	Var.	MD	Var.	3.65	8.43	6.25	8	8	Steel	2	Var.	Var.	Var.	Var.	11 1/2	Ball T.	Gear T.	Keys.	Sp B.	Yes.	1, 2, 3	Var.
Brown-Lipe.....	10 C, T	Var.	SP	Var.	4.15	9.87	6.75	1	1	Cast I.	1	Var.	Var.	Var.	Var.	11 1/4	Ball T.	Lugs.	Splines	Th R.	Yes.	3, 4, 5	27 1/2
Brown-Lipe.....	12 C, T & B	Var.	SP	Var.	4.77	11.87	7.25	1	1	Cast I.	1	Var.	Var.	Var.	Var.	13 1/4	Ball T.	Lugs.	Splines	Th R.	Yes.	1, 2, 3	41
Brown-Lipe.....	14 T, B, Tr	Var.	SP	Var.	5.25	13.75	7.37	1	1	Cast I.	2	Var.	Var.	Var.	Var.	15 1/4	Ball T.	Lugs.	Splines	Th R.	Yes.	1, 2	64
Brown-Lipe.....	13-2 T, B, Tr	Var.	DP	Var.	5.09	13.00	7.37	2	2	Cast I.	1	Var.	Var.	Var.	Var.	15 1/4	Ball T.	L.O.P.	Splines	Th R.	Yes.	1, 2	79 1/2
Cotta Gear.....	8 T, Tr	Var.	MD	Wo.	3.78	9.00	6.12	8	9	Steel	1	700	700	20.5	700	11 1/2	Ann B.	Gear T.	Splines	Th R.	No.	Opt.	73
Cotta Gear.....	4 T & Tr	Var.	MD	Wo.	3.88	9.00	6.12	4	5	Steel	1	700	700	20.5	700	11 1/2	Ann B.	Gear T.	Splines	Th R.	No.	Opt.	50
Covert.....	JUC C & T & B	150	MD	Mo.	3.68	8.25	6.25	5	6	Steel	3	375	Var.	Var.	Var.	11 1/2	Ann B.	Gear T.	Gear T.	Sp B.	Yes.	1, 2, 3, 4	Var.
Covert.....	DC-9 T & B	500	MD	Mo.	3.68	8.25	6.25	9	10	Steel	3	342	Var.	Var.	Var.	11 1/2	Ann B.	Gear T.	Gear T.	Sp B.	Yes.	1, 2, 3	Var.
Covert.....	JA Cars	110	MD	Wo.	2.68	7.87	5.43	3	2	Steel	3	300	300	1.9	300	10	Ann B.	Pins.	Pins.	Sp B.	Yes.	3, 4, 5	15
Covert.....	M Cars	200	MD	Wo.	3.71	8.37	6.50	4	4	Steel	4	360	360	2.05	360	11 1/4	Ball T.	Gear T.	Gear T.	Sp B.	Yes.	1, 2, 3, 4, 5	30
Covert.....	D & H C, T, B & Tr	500	MD	Wo.	3.71	8.37	6.50	9	9	Steel	3	500	500	Var.	500	11 1/2	Ann B.	Gear T.	Gear T.	Sp B.	Yes.	1, 2, 3	55
Fallier.....	1-SC-10 T, B & Tr	Var.	MD	Wo.	3.50	8.16	5.87	5	4	Steel	1	550	550	Var.	550	11 1/2	Ann B.	Gear T.	Pins.	None.	No.	1,2,3,4,5	63
Fallier.....	1-SC-12 T, B & Tr	Var.	MD	Wo.	3.50	8.16	5.87	6	5	Steel	1	550	550	Var.	550	11 1/2	Ann B.	Gear T.	Pins.	None.	No.	1,2,3,4,5	67
Fallier.....	1-SC-14 T, B & Tr	Var.	MD	Wo.	3.50	8.16	5.87	7	6	Steel	1	550	550	Var.	550	11 1/2	Ann B.	Gear T.	Pins.	None.	No.	1,2,3,4,5	69
Fallier.....	1-SC-16 T, B & Tr	Var.	MD	Wo.	3.50	8.16	5.87	8	7	Steel	1	550	550	Var.	550	11 1/2	Ann B.	Gear T.	Pins.	None.	No.	1,2,3,4,5	93
Fallier.....	1-SC-12-10 T, B & Tr	Var.	MD	Wo.	4.15	9.87	6.75	6	5	Cast I.	1	725	725	1.48	725	11 1/2	Ann B.	Gear T.	Pins.	None.	No.	1, 2, 3	90
Fallier.....	1-SC-18-1/2 T, B, Tr	435	MD	Wo.	4.15	9.87	6.75	8	8	Steel	6	750	750	1.46	750	11 1/2	Ann B.	Gear T.	Pins.	None.	No.	1,2,3,4,5	90
Fallier.....	1-SC-16-1/2 T, B, Tr	350	MD	Wo.	4.15	9.87	6.75	7	7	Steel	6	660	660	1.45	660	11 1/2	Ann B.	Gear T.	Pins.	None.	No.	1,2,3,4,5	90
Fallier.....	1-SC-14-1/2 T, B, Tr	280	MD	Wo.	4.15	9.87	6.75	6	6	Steel	6	600	600	1.50	600	11 1/2	Ann B.	Gear T.	Pins.	None.	No.	1,2,3,4,5	90
Hele-Shaw.....	5 T, B & Tr	200	MO	None.	None.	None.	None.	15	14	Br&St	1	250	250	1.50	250	10 1/2	Ann B.	Splines	Splines	Th R.	Yes.	1, 2, 3	58
Hele-Shaw.....	6, 7 T, B & Tr	300	MO	None.	None.	None.	None.	12	11	Br&St	1	400	400	1.50	400	12 1/2	Ann B.	Splines	Splines	Th R.	Yes.	1, 2, 3	82
Hele-Shaw.....	8, 10 T, B & Tr	580	MO	None.	None.	None.	None.	16	15	Br&St	1	450	450	1.50	450	15 1/2	Ann B.	Splines	Splines	Th R.	Yes.	1, 2, 3	150
Hele-Shaw.....	150HP T, B & Tr	1000	MO	None.	None.	None.	None.	14	14	Br&St	1	600	600	1.50	600	21 1/2	Ann B.	Splines	Splines	Th R.	Yes.	1, 2, 3	500
Hilliard.....	XDG T, B, Tr	400	MD	Wo.	5.00	10.68	6.87	2	2	Steel	1	375	1875	12.0	375	13 1/2	Ann B.	Gear T.	Gear T.	Sp B.	Yes.	2, 3	63
Hilliard.....	S-4 T, B, Tr	500	MD	Wo.	5.00	12.00	8.00	3	3	Steel	1	375	1875	16.0	375	15 1/2	Ann B.	Gear T.	Gear T.	Sp B.	Yes.	Opt.	117
Hilliard.....	S-8 T, B, Tr	625	MD	Wo.	5.00	12.00	8.00	4	4	Steel	1	375	1875	23.0	375	15 1/2	Ann B.	Gear T.	Gear T.	Sp B.	Yes.	None.	124
Hilliard.....	Bus 14 Buses	400	SP	Mo.	13.87	7.25	1	1	Cl&S	15	3000	3000	49	600	15 1/2	Ann B.	Pins.	Splines	Cam.	Yes.	1, 2	50	
Hilliard.....	Bus 16 Buses	500	SP	Mo.	15.87	9.25	1	1	Cl&S	15	3000	3000	25	500	17 1/2	Ann B.	Pins.	Splines	Cam.	Yes.	1, 2	60	
Jones.....	CX 8 1/2 Cars	Var.	SP	W-M	3.34	8.5	4.87	1	1	Cast I.	12	Var.	Var.	Var.	18.2	170	Ann B.	Studs.	Splines	None.	No.	4, 5	17
Jones.....	CX 10 C, T & B	Var.	SP	W-M	3.93	9.87	5.87	1	1	Cast I.	12	Var.	Var.	Var.	19.4	160	Ann B.	Studs.	Splines	None.	No.	3, 4, 5	20
Jones.....	CX 11 C, T & B	Var.	SP	W-M	4.30	10.87	6.37	1	1	Cast I.	12	Var.	Var.	Var.	16.7	170</							



AIRPLANES OF THE

GENERAL												ENGINE											
PLANE, MAKE AND MODEL	ATC Number or Other Gov't Approval	Type	Specially Designed or Equipped for	Price \$	Total Seating Capacity	Cu. Ft. Capacity of Cargo Com- partment	Overall Dimensions			Wings (Folding, Demountable, Rigid)	Area Main Wings (Sq. Ft.)	Weights				Engine Make, Model and Number Fitted	Cooling & Type	Total H.P.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make		
							Length (Ft., Ins.)	Height (Ft., Ins.)	Width (Ft., Ins.)			Empty (Lbs.)	Full Load (Lbs.)	Actual Pay Load (Lbs.)	Pay Load Per Engine H.P. (Lbs.)								
AMERICAN																							
Aeromarine	AKL-40	121	OLM.	3350	2	4	24-6	8-0	40-2	D...	194.5	815	1325	239	6.0	1-Salmson.....	AD9	A-R...	49 1/2	2000	2000	PS...	
Aeromarine	AKL-70	204	OLM.	3550	2	4	23-6	8-0	40-2	D...	194.5	1025	1590	206	3.0	1-LeBlond.....	70	A-R...	70	1950	1950	PS...	
Aeromarine	AKL-85	334	OLM.	3700	2	4	23-7	8-0	40-2	D...	104.5	1016	1590	215	2.0	1-LeBlond.....	85	A-R...	85	2125	2125	PS...	
Air-istocrat	SP-7		OL.	C-T-Sp.	3945	2	20-6	7-1		D...	127.0	870		200	2.0	1-Kinner.....	K-5	A-R...	100	1875	1875	PS...	
Air-istocrat	SR-4		OL.	Sp-Ma.	9500	2	20-9	6-7		D...	81.0	870		200	2.0	1-Warner-Scarab		A-R...	110	1850	1850	HM...	
Air-istocrat	SR-5		OL.	Sp-Ma.	9500	2	21-5	6-8 1/2	2-1	D...	89.0	760		200	2.0	1-Cirrus.....	Mark 3	A-I...	115	2100	2100	PS...	
Alexander	A-13	141	OLB.	C-T.		3	24-5	9-10	36-8	R...	330.0	1711	2608	340	2.0	1-Curtiss Chal.		A-R...	170	1800	1800	HC...	
Alexander	A-14	2-103	OLB.	C-T.		3	23-7 1/2	9-10	36-8	R...	330.0	1651	2588	340	2.3	1-Wright.....	R-540	A-R...	165	2000	2000	HC...	
Alexander	A-15	190	OLB.	C-T.	3200	3	25-11 1/4	9-10	36-8	R...	330.0	1614	2456	340	3.78	1-Kinner.....	K-5	A-R...	90	1810	1810		
Alexander	C-7	318	CLM.	Tr.	7200	4	27-4 1/2	7-9	36-0	R...	207.0	1690	2780	610	3.7	1-Wright.....	R-540	A-R...	165	2000	2000	HC...	
All Metal Transport	ML-2	29	CLB.	Tr.	22500	8	35-11	10-2		R...	496.5	3650	7000	2150	5.12	1-P & W.....	Wasp	A-R...	420	2000	2000	Ecl. E.M.	
American Savoia..	S-55		CFM.	Fr-Tr		15	54-2	16-5	78-9	D...	1010.0	9750	16100	3162	3.2	2-Wright Cyclone		A-R...	1050	1900	1900	EM...	
American Savoia..	S-56	287	OAB.	C-T-Sp.	7375	3	25-3	9-11	34-1 1/2	D...	286.0	1447	2150	340	3.4	1-Kinner.....	K-5	A-R...	100	1825	1825	CA...	
American Savoia..	S-56B	336	OAB.	C-T-Sp.	7875	3	25-3	9-11	34-1 1/2	D...	286.0	1462	2200	378	3.0	1-Kinner.....	R-5	A-R...	125	1825	1825	CA...	
American Savoia..	S-62B		CAB.	Fr-Tr		8	152	40-1	15-2	54-0	D...	705.0	4620	7150	1360	2.7	1-Isotto-Fras. ASSO		L-V...	500	1800	1800	CA...
American Savoia..	S-66		CFM.	Fr-Tr		36	250	76-3	21-3	101-0	D...	2150.0	23000	35000	8000	3.8	4-Wright Cyclone		A-R...	2100	1900	1900	EM...
American Savoia..	S-68		CFM.	Fr-Tr		20	135	70-5	17-3	121-0	D...	1950.0	19000	28500	6800	3.0	4-Wright Cyclone		A-R...	2300			EM...
American Savoia..	S-68B		CAM.	Fr-Tr		20	135	70-5	19-3	121-0	D...	1950.0	19500	28500	6300	2.7	4-Wright Cyclone		A-R...	2300			EM...
Bird	A	101	OLB.	C-T.	2495	3	22-8	8-0	34-0	D...	266.0	1300	2150	370	4.12	1-Curtiss.....	OX-5	L-V...	90	1400	1400	PS...	
Bird	B	239	OLB.	C-T.	3895	3	23-0	8-0	34-0	D...	266.0	1199	1980	370	4.12	1-Kinner.....	K-5	A-R...	90	1825	1825	PS...	
Bird	BW	382	OLB.	C-T.		3	23-0	8-0	34-0	D...	266.0	1235	2020	370	3.36	1-Warner.....	Scarab	A-R...	110	1850	1850	PS...	
Bird	C		OLB.	C-T.		3	22-8	8-0	33-0	D...	261.0	1425	2350	370	2.24	1-Wright.....	J-6	A-R...	165	2000	2000	PS...	
Bird	CK		OLB.	C-T.		4	23-0	8-0	34-0	D...	266.0	1520	2300	540	4.32	1-Kinner.....	B-5	A-R...	125	1925	1925	PS...	
Bird Wing.	Imperial	NC882H	OLB.	C-T.	5937	3	24-2	8-7	31-4	D...	303.05	1440	2270	830	5.03	1-Wright.....	J-6	A-R...	165	2000	1850	PS...	
Cavalier	E	321	CLM.	C-T.	3450	2	20-1	6-8	31-6	R...	142.0	919	1425	185	2.0	1-Lambert.....	R-266	A-R...	90	2375		PS...	
Cessna	DC-6A	243	L.		11000	4	18	28-2	8-2	3-4	D...	268.0	1932	3180	610	2.03	1-Wright.....	R-970	A-R...	300	2000	2000	In...
Cessna	DC-6B	244	L.		9800	4	18	28-2	8-2	3-4	D...	268.0	1871	3100	610	2.71	1-Wright.....	R-760	A-R...	225	2000	2000	HC...
Cessna	AW	72	L.		5700	4	15	24-11	6-9	13-0	D...	240.0	1225	2260	561	5.1	1-Warner.....	Scarab	A-R...	110	1800	1800	PS...
Cessna	EC-2		OL.		1500	1	2	19-10	5-6	1-11	D...	154.0	450	675	25	1.0	1-Aeronca.....		A-E...	27	2500	2500	PS...
Command-Aire	Sport	18	LB.	C-T.	6000	3	2.5	24-0	9-8	31-5	D...	287.0	1600	2500	370	2.0	1-Curtiss Challenger		A-R...	185	2000	2000	Ecl. In.
Command-Aire Lit. Rock.	Pending		LM.		4850	1		18-9	5-7	23-0	D...	85.0	767	1152			1-Cirrus.....	M-III	A-I...	110	2100	2100	PS...
Consolidated	Fleet I	122	OLB.	C-T.		2	No.	20-9	7-10	28-0	R...	194.0	1035	1580	211	1.9	1-Warner.....	Scarab	A-R...	110	1850		PS...
Consolidated	Fleet I DeL.	122	OLB.	C-T.		2	No.	20-9	7-10	28-0	R...	194.0	1075	1820	225	2.3	1-Warner.....	Scarab	A-R...	110	1850		Hey.C.A.
Consolidated	Fleet II	131	OLB.	C-T.		2	No.	21-0	7-10	28-0	R...	194.0	1023	1575	218	2.0	1-Kinner.....	K-5	A-R...	110	1850		PS...
Consolidated	Fleet II DeL.	131	OLB.	C-T.		2	No.	21-0	7-10	28-0	R...	194.0	1063	1820	267	2.4	1-Kinner.....	K-5	A-R...	110	1850		Hey.C.A.
Consolidated	NY-2	81	OSB	M-T.		2	No.	31-1/4	11-10	40-0	R...	370.0	2041	2740	261		1-Wright.....	J-5	A-R...	220	1800		PS...
Consolidated	PT-3A	83	OLB.	M-T.		2	No.	27-10	9-2	34-3 1/4	R...	296.0	1755	2432	239	1.1	1-Wright.....	J-5	A-R...	225	1800	1840	PS...
Consolidated Fleetster	17	291	CLM.	Tr.		6	25	31-9	9-2	45-0	R...	313.5	3326	5600	1414	2.46	1-P & W Hornet		B-A...	575	1950	1950	Ecl. E.M.
Consolidated	Fleetster	320	CLM.	Tr.		6	47	31-9	9-2	45-0	R...	313.5	3439	5900	1600	2.78	1-P & W Hornet		B-A...	575	1950	1950	Ecl. E.M.
Consolidated Comm. I		258	CFM.	Tr.		25	200	61-6	15-8	100-0	R...	1110.0	10410	17600	5300	4.61	2-P & W Hornet		B-A...	1150	1950	1950	Ecl. E.M.
Consolidated Comm. II		258	CFM.	Tr.		33	40	61-6	15-8	100-0	R...	1110.0	10500	17600	5210	4.53	2-P & W Hornet		B-A...	1150	1950	1950	Ecl. E.M.
Cunningham-Hall	PT-6	177	CLB.	Tr. Fr.	13900	6	27	29-8	9-11	41-8	D...	370.0	2670	4350	920	3.07	1-Wright.....	J-6	A-R...	300	2000	2000	Ecl. In.
Curtiss	Fledgling	191	OLB.	C-T.		2		27-8	10-4	39-5	D...	365.0	1991	2637			1-Curtiss Challenger		A-R...	170	1800	1800	Ecl. In.
Curtiss	Fledgling	USN	OLB.	M-T.		2		27-8	10-4	39-5	D...	365.0	2110	2825			1-Wright Whirl. 225		A-R...	225	2000	2000	Ecl. In.
Curtiss Carrier Pigeon II		237	OLB.	Ma.		1	125	34-6	13-5	47-5	D...	550.0	4235	7600	2005	3.3	1-Curtiss Conqueror		L-V...	600	2450	1225	Ecl. In.
Curtiss Condor Trans.		193	OLB.	Tr.		21		57-6	16-3	91-8	D...	1510.0	11118	17859	3600	3.0	2-Curtiss Conqueror		L-V...	1200	2450	1225	Ecl. E.M.
Curtiss Condor Bomber	USA		OLB.	Bo.		5		47-5	16-6	90-0	D...	1496.0	9300	16591			2-Curtiss Conqueror		L-V...	1200	2400	2400	Ecl. In.
Curtiss	Hawk	USA	OLB.	Mi.		1		23-1	8-9	31-6	D...	252.0	2534	3310			1-Curtiss Conqueror		L-V...	600	2400	2400	Ecl. E.M.
Curtiss	Falcon	USA	OLB.	Ob.		2		27-4	10-2	38-0	D...	351.0	3083	4518			1-Curtiss Conqueror		L-V...	600	2400	2400	Ecl. E.M.
Curtiss	Hell-diver	USN	OLB.	Bo.		2		26-0	10-2	32-0	D...	308.0	2779	4290			1-Wright Cyclone		A-R...	575	1900	1900	Ecl. E.M.
Curtiss	Hell-diver	USN	OLB.	Bo.		2		25-11	9-11	32-0	D...	308.0	2475	3745			1-P & W.....	Wasp	A-R...	450	2000	2000	Ecl. E.M.
Curtiss-Wright	Robin	68	CLM.	Tr. C-T.	2495	3	12.5	25-10	7-9 1/2	41-0	R...	224.0	1504	2270	390	4.1	1-Curtiss.....	OX-5	L-V...	90	1400	1400	PS...
Curtiss-Wright Robin C-1		143	CLM.	C-T Tr.	5995	3	12.5	25-10	8-0	41-0	R...	224.0	1638	2600	454	2.46	1-Curtiss Challenger		A-R...	185	1800	1800	Ecl. In.
Curtiss-Wright Robin J-1		220	CLM.	C-T Tr.	5995	3	12.5	25-6	8-0	41-0	R...	224.0	1625	2523	390	2.75	1-Wright.....	Whirl.	A-R...	185	1800	1800	Ecl. In.
Curtiss-Wri. Robin 4C-1A		309	CLM.	C-T Tr.	7995	4	12.5	25-1	8-0	41-4	R...	224.0	1811	2850	531	2.80	1-Curtiss Challenger		A-R...	185	1800	1800	Ecl. In.
Curtiss-Wright	Moth	197	OLB.	C-T.	3960	2	2.0	23-11	8-9	30-0	F...	12											

THE WORLD



PERFORMANCE					EQUIPMENT										MATERIAL					PLANE MAKE AND MODEL					
Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Fuel Consumption at Cruising Speed With Full Load		No. of Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Propeller		Electrical		Brakes		Wheels		Wings					Fuselage			
			Gas (Gallons per Hr.)	Oil (Gallons per Hr.)					Make	Material	Battery Make	Plane Wired for Lighting?	Make	Fitted to Un- dercarriage Wheels?	Fitted to Tail Wheels?	Make	Size (Foreign Planes Wheel Sizes are Metric)	Ribs	Spars	Covering	Structure	Covering			
AMERICAN																									
74	59	35	3	.2	1	No.	N.	Y.	Own	W	No.	Y.	No.			K-H	20x4	L-W	L-W	L-W	W	L-W	Aeromarine	AKL-40	
93	80	38	5.7	.1	2	No.	N.	Y.	Own	W	DC.	Y.	No.			Go.	20x9	L-W	L-W	L-W	W	L-W	Aeromarine	AKL-70	
97	85	38	6.6	.1	2	No.	N.	Y.	Own	W	DC.	Y.	No.			Go.	20x9	L-W	L-W	L-W	W	L-W	Aeromarine	AKL-85	
128	100	38	7.5		3	No.	Y.	Y.	Gar.	W	No.	N.	No.			K-H	26x4	L-W	W	F.	S.	F.	Air-istocrat	SP-7	
155	128	55	8.0		2	No.	Y.	O.	Ha.	S.	No.	Y.	Ben.	Y.	No.	Ben.	18x3	L-W	W	L-W	S.	SA, Lw.	Air-istocrat	SR-4	
163	135	55	8.0		2	No.	Y.	O.	Ha.	S.	No.	Y.	Ben.	Y.	No.	Ben.	18x3	L-W	W	L-W	S.	SA, F.	Air-istocrat	SR-5	
119	110	40	11.0	.4	3	No.	Y.	Y.	Ha.	Du.	No.	Y.	Ben.	Y.	No.	Ben.	28x4	W	W	F.	S.	Al, F.	Alexander	A-13	
118	109	40	11.0	.4	3	No.	Y.	Y.	Ha.	Du.	No.	Y.	Ben.	Y.	No.	Ben.	28x4	W	W	F.	S.	Al, F.	Alexander	A-14	
110	100	35	9.0	.25	3	No.	Y.	Y.	Ha.	Du.	No.	Y.	Ben.	Y.	No.	Ben.	28x4	W	W	F.	S.	Al, F.	Alexander	A-15	
148	120	47	11.0	.4	2	Own	Y.	Y.	Ha.	Du.	Ed.	Y.	Ben.	Y.	No.	Ben.	26x4	W	W	F.	S.	Al, F.	Alexander	C-7	
128	112	60	25.0				Y.	Y.	Ha.	S.	Exi	Y.	Ben.			Ben.	36x8	Du-T	Du.	Alc.	Du.	Alc.	All Metal Transport	ML-2	
135	110	68	58.0	4.5	4		Y.	Y.	Par.	W	Var.	Y.						L-W	L-W	L-W	W	L-W	American Savoia	S-55	
86	70	40	7.0	.5	2		Y.	Y.	Par.	W	Eve.	Y.				AmW	20x4	W	L-W	F.	W	L-W	American Savoia	S-56	
93	80	42	7.0	.5	2		Y.	Y.	Par.	W	Eve.	Y.				AmW	20x4	W	L-W	F.	W	L-W	American Savoia	S-56B	
134	114	52	25.0	2.7	2		N.	Y.	Par.	W	Var.	Y.	Var.	Y.	No.	Var.	36x8	W	L-W	F.	W	L-W	American Savoia	S-62B	
135	110	68	115.0	10.0	8	Own	Y.	Y.	Var.		Var.	Y.						L-W	L-W	L-W	W	L-W	American Savoia	S-66	
147	116	70	120.0	11.0	8	Own	Y.	Y.	Var.		Var.	Y.						P-S	P-S	Du.	P-S	S-S	American Savoia	S-68	
147	116	70	120.0	11.0	8	Own	Y.	Y.	Var.		Var.	Y.		Y.	No.	Var.	58x14	P-S	P-S	Du.	P-S	S-S	American Savoia	S-68B	
110	90	38	7.0	.12	1		Y.	Y.	Par.	W	Eve.	Y.	No.			K-H	26x4	W	W	F.	S.	F.	Bird	A	
110	90	35	6.0	.06	1		N.	Y.	Par.	W	Eve.	Y.	A-P.	Y.	No.	A-P.	7.5x10	W	W	F.	S.	F.	Bird	B	
110	90	35	6.0	.06	1	No.	N.	Y.	Ha.	S.	Eve.	Y.	A-P.	Y.	No.	A-P.	7.5x10	W	W	F.	S.	F.	Bird	BW	
120	95	40	8.0	.72	1	No.	Y.	Y.	Ha.	S.	Eve.	Y.	A-P.	Y.	No.	A-P.	8.5x10	W	W	F.	S.	F.	Bird	C	
115	95	40	7.0	.39	1	No.	Y.	Y.	Ha.	S.	Eve.	Y.	A-P.	Y.	No.	A-P.	8.5x10	W	W	F.	S.	F.	Bird	CK	
130	115	40	10.0	.25	1		Y.	Y.	Ha.	S.	Eve.	Y.	A-P.	Y.	No.	K-H	28x5	W	W	F.	S.	F.	Bird Wing	Imperial	
120	100	38	5.0	.12	2	Lam	Y.	Y.	Ha.	W		Y.	Ben.	Y.	No.	Ben.	24x4	W	W	F.	S.	F.	Cavalier	E	
163	130	47	12.0	.1	2		Y.	Y.	Ha.	S.		Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	S.	F.	Cessna	DC-6A	
150	120	46	11.0	.1	2		Y.	Y.	Ha.	S.		Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	S.	F.	Cessna	DC-6B	
125	105	42	6.0	.08	2		Y.	Y.	Ha.	S.		Y.	Ben.	Y.	No.	Ben.	26x4	W	W	F.	S.	F.	Cessna	AW	
78	60	25	1.5	.025	1		Y.	Y.	Har.	W		N.				Go.	17x7	W	W	F.	S.	F.	Cessna	EC-2	
124	101	40	14.0	1.7	1		Y.	Y.	Ha.			Y.	Ben.			Ben.	30x5	W	W	F.	S.	F.	Command-Aire	Sport	
170	140	65	10.0	1.0	2		Y.	Y.	Ha.			Y.				Own	18x3	L-W	W	LW&F	W	L-W	Command-Aire	Lit Rock	
106	90	46	6.0		1	No.	N.	Y.	Ha.	A.	No.	Y.	No.			K-H	26x5	Du.	L-W	F.	S.	F.	Consolidated	Fleet I	
106	90	50	6.5		2	No.	N.	Y.	Ha.	A.	No.	Y.	Go.	Y.		Go.	22x10	Du.	L-W	F.	S.	F.	Consolidated	Fleet I Del.	
106	90	46	6.0		1	No.	N.	Y.	Ha.	A.	No.	Y.	No.			K-H	26x5	Du.	L-W	F.	S.	F.	Consolidated	Fleet II	
106	90	50	6.5		2	No.	N.	Y.	Ha.	A.	No.	Y.	Go.	Y.		Go.	22x10	Du.	L-W	F.	S.	F.	Consolidated	Fleet II Del.	
102	82	48	13.3	.25	1	No.	N.	Y.	Ha.	A.	No.	Y.	No.			Ben.	30x5	Du.	L-W	F.	S.	F.	Consolidated	NY-2	
180	153	60	30.0	2.7	2	No.	N.	Y.	Ha.	A.	No.	Y.	Ben.	Y.	No.	Ben.	36x8	W	W	L-W	Du.	Du.	Consolidated	Fleetster 17	
175	148	60	30.0	2.7	2	No.	Y.	Y.	Ha.	A.	Wil	Y.	Ben.	Y.	No.	Ben.	36x8	W	W	L-W	Du.	Du.	Consolidated	Fleetster	
128	108	60	6.0	5.4	2	No.	Y.	Y.	Ha.	A.	Wil	Y.	Ben.	Y.	No.	Ben.	36x8	Du-C	Du.	F.	Du.	Du.	Consolidated	Command I	
128	108	60	6.0	5.4	2	No.	Y.	Y.	Ha.	A.	Wil	Y.	Ben.	Y.	No.	Ben.	36x8	Du-C	Du.	F.	Du.	Du.	Consolidated	Command II	
133	110	50	15.0	1.0	2	Own	Y.	O.	Ha.	Du.		Y.	Ben.	Y.	No.	Ben.	32x6	Du-T	S.	F.	S.	F.	F. Du.	Cunningham-Hall	PT-6
104	87	36	10.0		1		Y.	Y.	C-R.	Du.	No.	N.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	S.	F.	Curtiss	Fledgling	
115	96	38	13.0		1		Y.	Y.	C-R.	Du.	Opt.	Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	S.	F.	Curtiss	Fledgling	
150	126	52	32.0		1	Own	Y.	Y.	C-R.	Du.	Exi	Y.	Ben.	Y.	No.	Ben.	40x10	W	W	F.	S.	F.	Curtiss	Carrier Pigeon II	
139	117	50	64.0		3	Own	Y.	Y.	C-R.	Du.	Exi	Y.	Ben.	Y.	No.	Ben.	54x12	Du-T	S.	F.	Du-T	F.	Curtiss	Condor Trans.	
132	104	50	55.0		3	Own	Y.	Y.	C-R.	Du.	Exi	Y.	Ben.	Y.	No.	Ben.	54x12	Du-T	S.	F.	Du-T	F.	Curtiss	Condor Bomber	
180	141	58	27.0		2		Y.	Y.	C-R.	Du.	Exi	Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	S.	F.	Curtiss	Hawk	
160	127	58	27.0		2		Y.	Y.	C-R.	Du.	Exi	Y.	Ben.	Y.	No.	Ben.	32x6	W	W	F.	Du-T	F.	Curtiss	Falcon	
154	122	58	28.0		3		Y.	Y.	C-R.	Du.	Exi	Y.	Ben.	Y.	No.	Ben.	32x6	W	W	F.	Du-T	F.	Curtiss	Hell-diver	
141	113	54	21.0		3		Y.	Y.	C-R.	Du.	Exi	Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	Du-T	F.	Curtiss	Hell-diver	
100.5	84	44	7.0	.39	2	No.	Y.	N.	Har.	W	No.	Y.	No.			K-H	26x4	Alc.	W	F.	S.	F.	Curtiss-Wright	Robin	
120	102	47	14.0	.39	2	Own	Y.	N.	C-R.	Du.	No.	Y.	Ben.	Y.	No.	Ben.	28x4	Alc.	W	F.	S.	F.	Curtiss-Wright	Robin C-1	
118	100	45	12.5	.68	2	Own	Y.	N.	Har.	S.	No.	Y.	Ben.	Y.	No.	Ben.	28x4	Alc.	W	F.	S.	F.	Curtiss-Wright	Robin J-1	
115	98	50	14.0	.39	2	Own	Y.	Y.	C-R.	Du.	No.	Y.	Ben.	Y.	No.	Ben.	30x5	Alc.	W	F.	S.	F.	Curtiss-Wri.	Robin 4C-1A	
105	90	40	7.0	.102	1	No.	Y.	Y.	Gar.	W	No.	Y.	No.			K-H	24x4	W	W	F.	S.	F.	Curtiss-Wright	Moth	
123.3	104	48	18.5	.90	2	Own	Y.	N.	C-R.	Du.	No.	Y.	Ben.	Y.	No.	Ben.	30x5	Alc.	W	F.	Du-T	F.	Curtiss-Wright	Thrush J	
135	115	60	37.0	1.6	2	Own	Y.	Y.	Har.	S.	Exi	Y.	Ben.	Y.	No.	Ben.	36x8	Du-T	S.	F.	Du-T	F.	Curtiss-Wri.	Kingbird-D-1	
145	123	53	46.5	2.0	2	Own	Y.	Y.	Har.	S.	Exi	Y.	Ben.	Y.	No.	Ben.	36x8	Du-T	S.	F.	Du-T	F.	Curtiss-Wri.	Kingbird-D-1	
103	87	38	5.0		1		Y.	Y.	Fl	W		Y.	No.			K-H	26x4	Du-C	L-W	F.	S.	F.	Davis	D-1	
115	105	38	6.0		1		Y.	Y.	Fl	W		Y.	No.			K-H	26x4	Du-C	L-W	F.	S.	F.	Davis	D1-85	
125	110	40	6.5		2		N.	Y.	Fl	W		Y.	No.			K-H	26x4	Du-C	L-W	F.	S.	F.	Davis	D1-K	
110	80		11.5						Ha.								20x6	W	W	F.	W	Alc.	Detroit Eastman	E-2	
102	80		11.5						Ha.								32x6	W	W	F.	W	Alc.	Detroit Eastman	E-2A	
178.3	150		21.5						Ha.				Ben												



AIRPLANES OF THE

PLANE, MAKE AND MODEL	GENERAL											ENGINE										
	ATC Number or Other Gov't Approval	Type	Specially Designed or Equipped for	Price \$	Total Seating Capacity	Cu. Ft. Capacity of Cargo Com- partment	Overall Dimensions			Wings (Folding, Demountable, Rigid)	Area Main Wings (Sq. Ft.)	Weights				Engine Make, Model and Number Fitted	Cooling & Type	Total H.P.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make	
							Length (Ft. Ins.)	Height (Ft. Ins.)	Width (Ft. Ins.)			Empty (Lbs.)	Full Load (Lbs.)	Actual Pay Load (Lbs.)	Pay Load Per Engine H.P.							
AMERICAN—Cont.																						
Fairchild.....71	89	CLM.		18900	7	13.0	32-10 1/4	9-4	50-0	F.....	321.0	2940	5500	1427	3.17	1-P&W.....Wasp	A-R.	450	2000	2000	In.....	
Fairchild.....71-A	289	CLM.		18900	7	13.0	32-10 1/4	10-0	50-0	F.....	290.0	3156	5500	1206	2.68	1-P&W.....Wasp	A-R.	450	2000	2000	In.....	
Fairchild.....42	242	CLM.		12900	4	39.6	30-10	9-2	45-6	F.....	290.0	2676	4246	710	2.36	1-Wright.....R-975	A-R.	300	2000	2000	In.....	
Fairchild.....KR-34-C*	162	OLB.		6575	3	5.76	23-0	9-3	30-0	R.....	285.0	1524	2368	380	2.30	1-Wright.....R-540	A-R.	165	2000	2000	In.....	
Fairchild.....KR-34-D	2-250	OLB.		6576	3	5.76	22-9 1/2	9-10	30-0	R.....		1498	2344	380	2.30	1-Comet.....7-D	A-R.	165	1900	1900	In.....	
Fairchild.....KR-21-B	215	OLB.	C-T.	4375	2	3.0	20-10	9	27-3 1/2	R.....	192.56	1100	1635	210	2.10	1-Kinner.....	A-R.	100	1810	1810	HC.....	
Fairchild.....KR-21-B	363	OLB.	C-T.	4525	2	3.0	20-10	8-11	27-3 1/2	R.....		1120	1730	237	1.90	1-Kinner.....B-5	A-R.	125	1900	1900	HC.....	
Fokker.....AF-32	281	CLM.	Tr.	110000	32	120.0	70-2	16-2	99-0	R.....	1330.0	14910	24250	5595	2.43	4-P&W Hornet "B"	A-R.	2300	1950	1950	Ecl.EM.	
Fokker.....AF-10A	96	CLM.	Tr.	54500	14	62.0	50-7	12-9	79-3	R.....	854.0	7780	13100	2520	2.00	3-P&W Wasp "C"	A-R.	1260	2000	2000	Ecl. In.	
Fokker.....XIV	234	CLM.	Ma, Tr.	22500	9	34.0	43-4	12-4	59-0	R.....	550.0	4245	7200	1652	3.15	1-P&W Hornet "A"	A-R.	525	1900	1900	Ecl.EM.	
Fokker.....AF-XI-A	222	CAM.	Tr.	33775	7	30.0	45-10	14-5	59-0	R.....	550.0	5065	7200	1155	2.20	1-P&W Hornet "A"	A-R.	525	1900	1900	Ecl.EM.	
Fokker.....Super-Univ.	52	CLM.	Tr.	17500	8	30.0	36-11	9-1	50-8	R.....	387.0	3250	5550	1320	3.14	1-P&W Wasp "C"	A-R.	420	2000	2000	Ecl. In.	
Fokker.....Std.-Univ.	164	CLM.	Tr.	11000	7	30.0	33-6	8-6	47-9	R.....	341.0	2482	4300	1099	3.66	1-Wright.....J-6	A-R.	300	2000	2000	Ecl. In.	
Ford.....4-AT-E	132	CLM.	Fr,Tr,Ma	40000	13	30.0	49-10	11-9	74-0	R.....	785.0	6500	10130	1725	1.92	3-Wright.....J-6	A-R.	900	2000	2000	Ecl. In.	
Ford.....5-AT-C	165	CLM.	Fr,Tr,Ma	50000	15	30.0	50-3	12-0	77-10	R.....	835.0	7600	13500	3643	3.00	3-P&W.....Wasp C	A-R.	1260	2000	2000	Ecl. In.	
Ford.....5-AT-C-S	296	CSM.		62000	15	30.0	51-4	14-6	77-10	R.....	835.0	9100	13500	2143	1.7	3-P&W.....Wasp C	A-R.	1260	2000	2000	Ecl. In.	
Great Lakes.....2T-1A	228	OLB.	C-T.	3150	2		20-4	7-11	26-8	R.....	187.6	1002	1580	237	2.6	1-Am. Cirrus Mk.III	A-I.	90	2100	2100	PS.....	
Heath.....		OLM.	C-T.	975	1		17-0	6-0	2-0	D.....	110.0	285	585			1-Heath.....	A-I.	27	2000	2000	PS.....	
Ireland.....N-2-B	153	CAB.	Tr.	15500	4	60.0	31-0	12-2 1/2	40-0	D.....	376	2960	4400	680	2.2	1-Wright.....J-6	A-R.	300	2000	2000	Ecl. In.	
Ireland.....N-2-C	248	CAB.	Tr.	18500	5	60.0	31-0	12-2 1/2	40-0	D.....	376	3240	4900	900	2.1	1-P&W.....Wasp A-R.	A-R.	420	2100	2100	Ecl.EM.	
Ireland.....P-2		OAM.	C-T.	5800	2	None.	28-0	8-4	38-0	D.....	198	1350	1950	200	1.65	1-Warner.....Scarab	A-R.	110	1850	1850	Hey.CA.	
Irwin.....S-P-1		OLB.	Sp.	950	1		15-0	5-9	20-0	D.....	103	260	450			1-Irwin.....79	A-R.	20	1850	1850	PS.....	
Irwin.....F-A-1		OLB.	Sp.	1075	1	1.0	15-6	5-9	20-0	D.....	105	265	500	75	3.8	1-Irwin.....79	A-R.	20	1850	1850	PS.....	
Irwin.....	44	OLB.	Sp.	1975	2	2.0	18-0	6-9	27-0	D.....	180	400	900	300	7.5	2-Irwin.....79	A-R.	40	1900	1900	PS.....	
KeystoneCommuterK-84	219	CAB.			4		32-4 1/2	14-0	40-0	D.....	437	2927	4150			1-Wright.....J-6	A-R.	300	2000	2000	Ecl.EM.	
Keystone Airyacht K-85	Type 2	CAB.			9		37-1 1/2	15-9	46-6 1/4	D.....	508	4071	6250			1-Wright.....Cyclone	A-R.	525	1900	1900	Ecl.EM.	
Keystone Airyacht CZ-C	90	CAB.			8		34-8 1/2	13-0	46-8	D.....	517	3950	5900			1-Wright.....Cyclone	A-R.	525	1900	1900	Ecl.EM.	
Keystone Airyacht CZ-H	91	CAB.			8		34-8 1/2	13-0	46-8	D.....	517	3950	5900			1-P&W.....Hornet	A-R.	525	1900	1900	Ecl.EM.	
KeystonePatricianK78D	240	CLM.			20		63-0	13-4	86-5	D.....	930	10000	16600			1-Wright.....Cyclone	A-R.	525	1900	1900	Ecl.EM.	
Kittyhawk.....B-2	134			4650	3		22-6	8-8	28-0	R.....	233	1139	1899	357	3.4	1-Siemans.....SH-14	A-R.	105	1710	1710	HM.....	
Kittyhawk.....B-4	166			4250	3		22-11	8-8	28-0	R.....	233	1107	1875	362	3.6	1-Kinner.....K5	A-R.	100	1810	1810	Opt.....	
Laird.....LCB-200	86	OLB.		9850	3	40.0	23-9	9-3	34-0		295	1800	2850		1.3	1-Wright Whirl J-5	A-R.	220			In.....	
Laird.....LCB-300	353	OLB.		10850	3	40.0	23-9	9-3	34-0		295	1930	3020	390	1.3	1-Wright.....J-6	A-R.	300			In.....	
Laird.....LCR-200	152	OLB.		10500	3	38.0	22-9	9-3	28-0		202	1848	2914	390	1.77	1-Wright.....J-5	A-R.	220			In.....	
Laird.....LCR-300	176	OLB.		11500	3	38.0	22-9	9-0	28-0		202	1922	3010	390	1.3	1-Wright.....J-6	A-R.	300			In.....	
Laird.....LCR-450	Apl.	OLB.		21000	2	38.0	22-8	9-6	30-6		216	2120	3200	220	5.18	1-P&W.....Wasp	A-R.	425			In.....	
Laird.....LCR-300	377	OLB.		14250	3	38.0	22-7	9-0	28-0		202	1922	3010	390	1.3	1-P&W.....Wasp	A-R.	300			In.....	
Lenert.....C		C-T,M-T		4950	3		31-0	9-10	25-0	R.....	296	1400	2550			1-Continental.....A70	A-R.	165	1950	1950	Hey.CA.	
Lincoln.....PT	191	OLB.			2		26-1 1/2	8-10	32-3		297	1428	1968	190	2.1	1-Curtiss.....OX-5	L-V.	90	1450			
Lincoln.....PTK	279	OLB.		3865	2		25-7	9-3	32-3		297	1176	1767	220	2.4	1-Kinner.....	A-R.	90	1810	1810		
Lincoln.....PTW	284	OLB.		4315	2		25-1	9-3	32-3		297	1203	1794	220	2.0	1-Warner.....	A-R.	110	1950	1950		
Lincoln.....PTT	344	OLB.		3360	2		25-1	9-4	32-2		277	1164	1662	240	2.67	1-Brownback.....Tiger	A-R.	90	1700	1700		
Martin.....PM-1		Pa.			5		49-4	16-4	72-10	D.....	1162	8307	15398			2-Wright.....Cyclone	A-R.	1050	1950	1560	In.....	
Martin.....PM-2		Pa.			5		49-0	16-9	72-10	D.....	1189	9101	16385			2-Wright.....Cyclone	A-R.	1150	1950	975	In.....	
Martin.....P3M-1		Pa.			7		61-5	100-0		D.....	1115	9182	14798			2-P&W.....Wasp	A-R.	850	1950	1560	In.....	
Martin.....XT5M-1		Bo.			2		28-7	12-4	41-0	D.....	417	2859	5348			1-P&W.....Hornet	A-R.	525	1950	1560	In.....	
Mercury.....Chic	235	C-T.		3595	2	2	23-0	7-7	35-8	D.....	192	935	578	200	2.22	1-LeBlond.....	90	90	2050	PS.....		
MohawkN.PintoM-I-CW	263	C-T.			2	9.3	24-2 1/2	7-7	34-11	D.....	145	1135	1800	250	2.8	1-Kinner.....K-5	A-R.	90	1810	1810	In.....	
MohawkN.PintoM-I-CW	297	C-T.			2	9.3	24-2 1/2	7-7	34-11	D.....	145	1135	1800	250	2.3	1-Warner.....	A-R.	110	1850	1850	In.....	
New Standard.....D-25A	224	OLB.	Tr.	9850	5		26-10	10-2	35-0	D.....	350	2055	3345	710	3.2	1-Wright.....J-6	A-R.	225	2000	2000	HC.....	
New Standard.....D-26A	225	OLB.	Tr, Ma.	9750	3		26-10	10-2	35-0	D.....	350	2055	3400	765	3.2	1-Wright.....J-6	A-R.	225	2000	2000	HC.....	
New Standard.....D-27A	226	OLB.	Ma	9750	1		26-10	10-2	35-0	D.....	350	2055	3400	765	3.2	1-Wright.....J-6	A-R.	225	2000	2000	HC.....	
New Standard.....D-29S	324	OLB.	C-T.	5000	2		24-5	9-2	30-0	D.....	245	1195	1850	234	3.0	1-Kinner.....	A-R.	100	1810	1810	HC.....	
New Standard.....D-29A	216	OLB.	C-T.	4185	2		24-5	9-2	30-0	D.....	245	1165	1790	300	3.0	1-Kinner.....	A-R.	100	1810	1810	HC.....	
New Standard.....NT-1		OLB.	M-T.		2		24-5	9-2	30-0	D.....	245	1211	1799	200	2.0	1-Kinner.....	A-R.	100	1810	1810	HC.....	
Nicholas-Beazley NB-4L	E. M. 2-266	LM.	C-T.	3900	3	14.75	23-6	6-11	32-8	R.....	159.5	828	1511	350	3.9	1-Lambert.....R-266	A-R.	90	2375	2375	PS.....	
Nicholas-Beazley NB-4W	E. M. 2-264	LM.	C-T.	3900	3	14.75	23-7	6-11	32-8	R.....	159.5	860	1543	350	3.9	1-Warner.....J-R	A-R.	90	2025	2025	PS.....	
Nicholas-Beazley NB-4G	P																					

WORLD—Continued



PERFORMANCE					EQUIPMENT												MATERIAL					PLANE, MAKE AND MODEL		
Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Fuel Consumption at Cruising Speed With Full Load		No. of Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Propeller		Electrical		Brakes		Wheels		Wings			Fuselage				
			Gas (Gallons per Hr.)	Oil (Gallons per Hr.)					Make	Material	Battery Make	Plane Wired for Lighting?	Make	Fitted to Un- dercarriage Wheels?	Fitted to Tail Wheels?	Make	Size Foreign Planes Wheel Sizes are Metric	Ribs	Spars	Covering	Structure		Covering	
AMERICAN—Cont.																								
133	106	60	24.8	1.15	3	Own	Y.	N.	Ha.	A.	Wil.	Y.	Ben.	Y.	No.	Ben.	42x6	W	W	F	S	F	Fairchild	71
133	106	60	24.8	1.45	3	Own	Y.	N.	Ha.	A.	Wil.	Y.	Ben.	Y.	No.	Ben.	42x6	W	W	F	S	F	Fairchild	71-A
129	103	59	20.0		2	Own	Y.	N.	Ha.	A.	Wil.	Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F	S	F	Fairchild	42
121	97	48	10.0	.51	1		Y.	Y.	Ha.	A.		O.	Ben.	Y.	No.	Ben.	28x4	W	W	F	S	F	Fairchild	KR-34-C*
122	98	48	10.0	.51	1		Y.	Y.	Ha.	A.		O.	Ben.	Y.	No.	Ben.	22x10.4	W	W	F	S	F	Fairchild	KR-34-D
106	85	49	6.0	.25	1		Y.	Y.	Ha.	A.	W	O.	A-P	Y.	No.	Go.	6.50x10	W	W	F	S	F	Fairchild	KR-21
115	92	52	6.0	.25	1		Y.	Y.	Ha.	A.		O.	A-P	Y.	No.	A-P	20x9.44	W	W	F	S	F	Fairchild	KR-21-B
146	123	57	112.0		4	Own	Y.	Y.	Ha.	A.	Exi	Y.	Ben.	Y.	No.	Ben.	54x12	L-W	W	L-W	S	F	Fokker	AF-32
153	126	54	60.0		2	Own	Y.	Y.	Ha.	A.	Exi	Y.	Sau.	Y.	No.	Sau.	44x10	L-W	W	L-W	S	F	Fokker	AF-10A
137	116	42	27.0		2	Own	Y.	Y.	Ha.	A.	Exi	Y.	Ben.	Y.	No.	Ben.	36x8	L-W	W	L-W	S	F	Fokker	XIV
115	100	50	28.0		2	Own	Y.	Y.	Ha.	A.	Exi	Y.	Ben.	Y.	No.	Ben.	36x8	L-W	W	L-W	Du.	Du.	Fokker	AF-XI-A
138	118	50	21.0		2	Own	Y.	Y.	Ha.	A.	Exi	Y.	Sau.	Y.	No.	Sau.	32x6	L-W	W	L-W	S	F	Fokker	Super-Univ.
130	105	47	15.5		2	Own	Y.	Y.	Ha.	A.	Exi	Y.	Sau.	Y.	No.	Sau.	32x6	L-W	W	L-W	S	F	Fokker	Std.-Univ.
132	107	57	45.0		3	Own	Y.	Y.	Ha.	A.	Opt.	Y.	Own	Y.	No.	Own	36x8	Du-C	Du-C	Du	Du-C	Alc	Ford	4-AT-E
152.5	122	64	60.0		3	Own	Y.	Y.	Ha.	A.	Opt.	Y.	Own	Y.	No.	Own	36x8	Du-C	Du-C	Du	Du-C	Alc	Ford	5-AT-C
130.0	104	64	60.0		3	Own	Y.	Y.	Ha.	A.	Opt.	Y.	Own	Y.	No.	Own	36x8	Du-C	Du-C	Du	Du-C	Alc	Ford	5-AT-C-S
106.0	90	40	6.34	.25	1		Y.	Y.	Har.	W		Y.					24x4	Al	W	F	S	F	Great Lakes	2T-1A
85.0	70	28	2.00		1				Own				Own	Y		Own	16x4	W	W	F	S	F	Heath	
112	80	46	15.0	.7	2	No.	Y.	Y.	Ha.	S	Exi	Y.	Opt.	Y	No.	Ben.	32x6	Du	W	F	S	Du	Ireland	N-2-B
120	95	48	20.0	1.0	2	No.	Y.	Y.	Ha.	S	Exi	Y.	Opt.	Y	No.	Ben	32x6	Du	W	F	S	Du	Ireland	N-2-C
90	75	41	9.5	.15	1		Y.	O.	Am.P	W	Eve	Y.	Opt.	Y	No.	A-P	6.50x10	PS	W	F	W	Du	Ireland	P-2
70	60	22	1.8	.08	1				Own	W		N.				Own	20x3	W	L-W	F	W	L-W, F	Irwin	S-P-1
80	70	26	1.8	.08	1				Own	W		Y.				Own	20x3	W	L-W	F	W	L-W, F	Irwin	F-A-1
90	80	26	3.6	.16	2				Own	W		Y.				Own	20x3	W	L-W	F	W	L-W, F	Irwin	44
105	96	48			2		Y.	Y.	Ha.	Du	Stu	Y	No.			Bud.	8.50x10	W	W	F	Du	Du	Keystone	Commuter K-84
125	105	58			2		Y.	Y.	Ha.	Du	Stu	Y	No.			K-H	32x6	W	W	F	Du	Du	Keystone	Air yacht K-85
124	105	56			1	Own	Y.	Y.	Ha.	Du	Stu	Y	No.			K-H	32x6	W	W	F	Du	Du	Keystone	Air yacht CZ-C
124	105	56			1	Own	Y.	Y.	Ha.	Du	Stu	Y	No.			K-H	32x6	W	W	F	Du	Du	Keystone	Air yacht CZ-H
140	115	58			3	Own	Y.	Y.	Ha.	Du	Exi	Y	Ben.	Y	No.	Ben.	44x10	W	W	F	S	F	Keystone	Patrician K78D
110	38	6.5			1		Y.	Y.	Har.	W		Y.	Ben.	Y		K-H	26x4	W	W	F	S	F	Kittyhawk	B-2
110	38	6.5			1		N.	Y.	Har.	W		Y.	Ben.	Y		K-H	26x4	W	W	F	S	F	Kittyhawk	B-4
135	110	45							Ha.			Y.	Ben.	Y				W	W	F	S	Du	Laird	LCB-200
150	120	45							Ha.			Y.	Ben.	Y				W	W	F	S	F	Laird	LCB-300
150	120	55							Ha.			Y.	Ben.	Y				W	W	F	S	F	Laird	LCR-200
175	135	55							Ha.			Y.	Ben.	Y				W	W	F	S	F	Laird	LCR-300
190	150	60							Ha.			Y.	Ben.	Y				W	W	F	S	F	Laird	LC-RW-450
190	150	58							Ha.			Y.	Ben.	Y				W	W	F	S	F	Laird	LC-RW-300
125	110	30			2		Y.	Y.	Ha.	Du	Exi	Y	Ben.	Y			8.50x10	Du	S	Du	Du	Du	Loenert	C
101	82	35							Y.									W	W	F	S	F	Lincoln	PT
104	85	32							Y.									W	W	F	S	F	Lincoln	PTK
108	87	32							Y.									W	W	F	S	F	Lincoln	PTW
102	85	38							Y.									W	W	F	S	F	Lincoln	PTT
118	60.5				6		N.	Y.	Ha.	A.	Wil.	Y.	No.	No.	No.			Du-T	Du-C	F	Du	Du	Martin	PM-1
125	62.8				2		N.	Y.	Ha.	A.	Wil.	Y.	No.	No.	No.			Du-T	Du-C	F	Du	Du	Martin	PM-2
114	61.2				2		N.	Y.	Ha.	A.	Wil.	Y.	No.	No.	No.			Du-T	Du-C	F	Du	Du	Martin	P3M-1
134	60.0				2		N.	Y.	Ha.	A.	Wil.	Y.	No.	No.	No.	Ben.	32x6	Du-T	Du-C	F	Du	Du	Martin	XTSM-1
115	90	42.0			1	No.	N.	Y.	Har.	W	No.	Y.	No.	Y	No.	K-H	28x4	S	S	F	S	F	Mercury	Chic
115	96	38	7.0	.25	1	No.	N.	Y.	Opt.	W	No.	Y.	Ben.	Y		Ben.	24x4	L-W	L-W	F	S	F	Mohawk N. Pinto	M-1-CK
115	96	38	7.0	.25	1	No.	N.	Y.	Opt.	W	No.	Y.	Ben.	Y		Ben.	26x5	L-W	L-W	F	S	F	Mohawk N. Pinto	M-1-CW
110	95	38	17.0	.9	2		Y.	Y.	Har.	S		Sau.	Y	No.		Sau.	32x5	W	W	F	Du-C	F	New Standard	D-25A
110	95	38	17.0	.9	2		Y.	Y.	Har.	S		Sau.	Y	No.		Sau.	32x5	W	W	F	Du-C	F	New Standard	D-26A
110	95	38	17.0	.9	2		Y.	Y.	Har.	S		Sau.	Y	No.		Sau.	32x5	W	W	F	Du-C	F	New Standard	D-27A
105	85	45	7.5	.4	2		Y.	Y.	Am.P	W	Exi	Y	A-P	Y	No.	A-P	6.50x10	W	W	F	Du-C	F	New Standard	D-29S
95	75	45	7.5	.4	2		Y.	Y.	Ha.	S	No.	No.	No.	No.	No.	K-H	26x4	W	W	F	Du-C	F	New Standard	D-29A
98.5	75	45	7.5	.4	2		Y.	Y.	Ha.	S	No.	No.	No.	No.	No.	K-H	26x4	W	W	F	Du-C	F	New Standard	NT-1
105	87	42	5.5	.25	1				Y.	Am.P	W		Y			K-H	24x3	Al	Al	F	S	F	Nicholas-Beazley	NB-4L
105	87	42	5.5	.25	1				Y.	Am.P	S		Y			K-H	24x3	Al	Al	F	S	F	Nicholas-Beazley	NB-4W
100	83	42	4.5	.25	1				Y.	Am.P	W		Y			K-H	24x3	Al	Al	F	S	F	Nicholas-Beazley	NB-4G
120	103	40	10.0		2	Own	Y.	Y.	Ha.	S	Opt.	Y	Ben.	Y		Ben.	28x4	W	W	F	S	F	Paramount	Cabinaire 165
120	103	40	10.0		2	Own	Y.	Y.	Ha.	S	Opt.	Y	Ben.	Y		Ben.	28x4	W	W	F	S	F	Paramount	Cabinaire A70
103	90	38	7.0		2	Own	Y.	Y.	Ha.	S	Opt.	Y	Ben.	Y		Ben.	28x4	W	W	F	S	F	Paramount	Cabinaire 110
145	125				2		Y.	N.	Ha.	S	Exi	Y	Ben.	Y		Ben.	30x5	W	W	F	S	F	Pitcairn	PA-7M
145	125				2		Y.	N.	Ha.	S	Eve	Y	Ben.	Y		Ben.	30x5	W	W	F	S	F	Pitcairn	PA-7S
150	120				2		Y.	N.	Ha.	S	Exi	Y	Ben.	Y		Ben.	32x6	W	W	F	S	F	Pitcairn	PA-8
128	112	34			2	Own	Y.	Y.	Ha.	S	Opt.	Y	Go.	Y	No.	Go.	30x13	W,LW	L-W	F	S	F	Shamrock	3-4C-165
128	112	34			2	Own	Y.	Y.	Ha.	S	Opt.	Y	Go.	Y	No.	Go.	30x13	W,LW	L-W	F	S	F	Shamrock	3-4W-165
131	115	35			2	Own	Y.	Y.	Ha.	S	Opt.	Y	Go.	Y	No.	Go.	30x130							



AIRPLANES OF THE

GENERAL											ENGINE												
PLANE, MAKE AND MODEL	ATC Number or Other Gov't Approval	Type	Specially Designed or Equipped for	Price \$	Total Seating Capacity	Cu. Ft. Capacity of Cargo Com- partment	Overall Dimensions			Wings (Folding, Demountable, Rigid)	Area Main Wings (Sq. Ft.)	Weights				Engine Make, Model and Number Fitted	Cooling & Type	Total Hp.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make		
							Length (Ft. Ins.)	Height (Ft. Ins.)	Width (Ft. Ins.)			Empty (Lbs.)	Full Load (Lbs.)	Actual Pay Load (Lbs.)	Pay Load Per Engine H.P. (Lbs.)								
AMERICAN—Cont.																							
Sikorsky S-39-B	375	CA.	Tr.		5	26.0	31-11	11-3	52-0	D...	350	2678	4000	Var.	Var.	1-P&W. Wasp Jr.	A-R...	300	2000	2000	CA...		
Sikorsky S-38-B	126	CA.	Tr.		10		40-3	13-10		D...	720	6550	10480	Var.	Var.	2-P&W. Wasp	A-R...	840	1950	1950	In...		
Sikorsky S-41-A		CA.	Tr.		14		45-2	15-3		D...	729	7500	12500	Var.	Var.	2-P&W. Hornet	A-R...	1150	1950	1950	In...		
Simplex K-2-S	43	OLM.	C-T.	3995			20-3	6-10	33-4	D...	148	1020	1592	170	2.27	1-Kinner	K-5	A-R...	75	1725	1725	PS...	
Simplex K-2-C	44	CLM.	C-T.	4495			20-3	6-10	33-4	D...	148	1020	1592	170	2.27	1-Kinner	K-5	A-R...	75	1725	1725	PS...	
Simplex W-2-S	238	OLM.	C-T.	4495			22-2 1/2	6-10	34-4	D...	160	1152	1779	170	1.55	1-Warner	Scarab	A-R...	110	1850	1850	PS...	
Simplex W-6	Apl.	CLM.	Tr.		6		34-0	10-6	45-9	D...	303.4	1983	3753	1090	2.42	1-P&W. Wasp	A-R...	450	2000	2000	PS...		
Simplex Kite	Apl.	OLM.	C-T.	1995			24-4	8-8	39-8	D...	200	525	929	195	4.87	1-Continental	A-40	A-H...	40	3000	3000	PS...	
Spartan C3-165	195	OLB.	Tr.	5975		6.8	23-10	8-10	32-0	R...	292	1650	2618	370	2.2	1-Wright	J-6	A-R...	165	2000	2000	In...	
Spartan C3-225	286	OLB.	Tr.	7750		6.8	23-2	8-10	32-0	R...	292	1741	2700	380	1.7	1-Wright	J-6	A-R...	165	2000	2000	In...	
Spartan C4-225	310	CLM.	Tr.	9750		9.63	31-6	9-0	50-0	R...	299	2325	3515	Var.		1-Wright	J-6	A-R...	225	2000	2000	EM...	
Stinson SM-8A	295	CLM.	C-T, Tr.	5995		13.0	28-11	8-9	41-8	D...	234	2061	3200	Var.	Var.	1-Lycoming	A-R...	210	2000	2000	Ecl. E.M.		
Stinson SM-8B	294	CLM.	C-T, Tr.	8405		13.0	29-4	8-9	41-8	D...	234	2063	3200	Var.	Var.	1-Wright	A-R...	240	2000	2000	Ecl. In.		
Stinson SM-7A	298	CLM.	C-T, Tr.	10495		13.0	31-0	8-9	41-8	D...	234	2234	3500	Var.	Var.	1-Wright	A-R...	300	2000	2000	Ecl. In.		
Stinson SM-7B	329	CLM.	C-T, Tr.	10695		13.0	30-11	8-9	41-8	D...	234	2312	3500	Var.	Var.	1-P&W. Junior	A-R...	300	2000	2000	Ecl. In.		
Stinson SM-6000	335	CLM.	Tr.	25900	11	60.0	42-10	12-0	60-0	D...	490	5570	8500	Var.	Var.	3-Lycoming	A-R...	630	2000	2000	Ecl. E.M.		
Stinson SM-6000	367	CLM.	Tr.	28000	10	60.0	42-10	12-0	60-0	D...	490	5622	8500	Var.	Var.	3-Lycoming	A-R...	630	2000	2000	Ecl. E.M.		
Swallow TP	105	OL.	C-T.	1995			22-6	8-10	30-11	D...	296	1283	1825	178	1.98	1-Curtiss	OX5	L-V...	90	1450	1450	PS...	
Swallow TP-K	186	OL.	C-T.	2950			24-1	8-10	30-11	D...	296	1170	1700	170	1.89	1-Kinner	K-5	A-R...	90	1810	1810	PS...	
Swallow TP-W	252	OL.	C-T.				23-9	8-10	30-11	D...	296	1201	1739	170	1.54	1-Warner	A-R...	110	1850	1850	PS...		
Swallow H-A	541	OL.	C-T.	4250			22-2	8-6	31-0	D...	240	1414	2200	374	2.49	1-Axelson	A-R...	150	1800	1800	PS...		
Swallow H-W	Pending	OL.	C-T.	5350			22-11	8-6	31-0	D...	240	1350	2200	400	2.42	1-Wright	J6-5	A-R...	165	2000	2000	PS...	
Swallow H-H	50	OL.	C-T.				23-7	8-7	32-8	D...	300	1728	2700	395	2.63	1-Hisco	A-LV...	150	1600	1600	PS...		
Swallow Whirlwind	51	OL.	C-T.				23-10	8-7	32-8	D...	300	1716	2700	407	1.81	1-Wright	J-5	A-R...	225	1800	1800	HC...	
Taylor Cub	E 2	Pending	OLM.	Sp.	1295	2	None...	21-9	6-8	35-2	R...	185	464	832	170	4.25	1-Continental	A 40	A-H...	40	2500	2500	PS...
Taylor Chummy	B 2	2-114	CLM.	C-T.	3985	2	None...	22-6	7-6	34-6	R...	165	1082	1643	170	1.89	1-Kinner	K-5	A-R...	90	1810	1810	PS...
Thaden T-4			CL.	C-T, Fr.	9000	5	5.8	30-10	8-11	4-0	R...	303	2390	3800	850	2.9	1-Wright Whirl	J6-9	A-R...	300	1800	1800	In...
Vought Corsair	USN.	OLB.	Ob.		2		24-10	10-2	36-0	R...	320	2250	3750			1-P&W. Wasp	A-R...	425	2000	2000	In...		
Vought Corsair	USN.	OSB.	Ob.		2		28-6	11-4	36-0	R...	320	2550	4050			1-P&W. Wasp	A-R...	425	2000	2000	In...		
Waco RNF	311	OLB.	C-T.	4250	3	2	21-0	8-9	29-6	R...	241.4	1150	1897	355	3.2	1-Warner	Scarab	A-R...	110	1850	1850	PS...	
Waco RNF	345	OLB.	C-T.	4285	3	2	20-9 1/2	8-9	29-6	R...	241.4	1171	1911	355	2.8	1-Kinner	B-5	A-R...	125	1900	1900	PS...	
Waco CSO	240	OLB.	C-T.	7335	3	7	22-7	9-0	30-7	R...	288.0	1628	2600	Var.		1-Wright	R-760	A-R...	240	2000	2000	HM...	
Waco CTO	257	OLB.	C-T.	8525	3	7	22-7	9-0	30-5	R...	227.0	1677	2600	Var.		1-Wright	R-760	A-R...	240	2000	2000	HM...	
White C1	Pending	LM.			2		18-4	31-1		R...	130.0	683	1142			1-LeBlond	60	A-R...	65	1910	1910	PS...	
White C2	Pending	LM.			2		18-4	31-1		R...	130.0	702	1123			1-Velie	M5	A-R...	65	1950	1950	PS...	
White S30	Apl.	LM.		1495	2		18-11	7-3	35-0	R...	159.0	533	975			1-Saekely	SR3	A-R...	30	1750	1750	PS...	
BRITISH																							
Bristol Bulldog		OLB.	Mi.		1		24-9	9-6	34-0	D...	306.5	2171	3350			1-Bristol Jup. VIIF	A-R...	500	1775	1775	Hucks G		
Bristol 110A		CL.	Tr.		5		33-6	10-4	40-6	D...	400.0	2330	4260	720	2.6	1-Bristol Nep. I	A-R...	300	1700	1700	HM...		
Bristol 89A		OL.	C-T.		2		25-0	10-1	39-3	D...	405.0	2200	3250			1-Bristol Jup. VI	A-R...	420	1700	1700	HM...		
Bristol 83		OL.	C-T.		2		24-10	9-3 1/2	31-1	D...	285.0	1340	1840			1-Bristol Lucifer III	A-R...	130	1700	1700	HM...		
Bristol F.2B		OL.	M-T, Pa		2		25-0	10-1	39-3	D...	405.0	2200	3250			1-Rolls Royce Fal. III	L-V...	275	2000	1180	HM...		
Comper Scorpion	Swift	C-A.	OLM.	C-T.	£400	1	401	18-4	5-6	24-0	F...	90.0	470	730		1-ABC. Scorp. Mar II	A-H...	40	2550	2550	PS...		
Comper Salmon	Swift	C-A.	OLM.	C-T.	£475	1	401	17-6 1/2	5-6	24-0	F...	90.0	515	780		1-Salmon	A-R...	55	2200	2200	PS...		
Comper Pobjoy	Swift	C-A.	OLM.	C-T, Ma.	£525	1	4																

WORLD—Continued



PERFORMANCE					EQUIPMENT										MATERIAL					PLANE MAKE AND MODEL				
Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Fuel Consumption at Cruising Speed With Full Load		No. of Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Propeller		Electrical	Brakes			Wheels		Wings					Fuselage		
			Gas (Gallons per Hr.)	Oil (Gallons per Hr.)					Make	Material	Battery Make	Plane Wired for Lighting?	Make	Fitted to Un- dercarriage Wheels?	Fitted to Tail Wheels?	Make	Size (Foreign Planes Wheel Sizes are Metric)	Ribs	Spars	Covering	Structure	Covering		
AMERICAN—Cont.																								
120	100	54	17.0	1.4	2		Y.	Y.	Ha.	A.		Y.	Own	Y.		Go.	26x11	Du.	Du.	F.	Du-C.	Alc.	Sikorsky S-39-B	
140	134.5	65					Y.	Y.	Ha.	A.		Y.	Own	Y.		Go.		Du.	Du.	F.	Du-C.	Alc.	Sikorsky S-38-B	
120	110	38	7.0		3		Y.	Y.	Ha.	A.		Y.	Own	Y.		Go.		Du.	Du.	F.	Du-C.	Alc.	Sikorsky S-41-A	
120	110	38	7.0		3		N.	N.	Y.	Sup.	W	Y.	No.			K-H	26x4	W	W	F.	F.	F.	Simplex K-2-S	
125	110	38	8.0		3		Y.	Y.	Ha.	W		Y.	No.			K-H	26x4	W	W	F.	F.	F.	Simplex K-2-C	
160	135	55			2		Y.	Y.	Ha.	S.		Y.	Yes.	Y.	No.	Ben.	32x6	W	W	L-W	F.	F.	Simplex W-2-S	
75	65	25			1		N.	N.	Y.	Sup.	W	Y.	No.			K-H	20x4	W	W	F.	F.	F.	Simplex W-6	
121	100	49	10.0	.5	1		N.	N.	Y.	Ha.	S.	RV	Y.	Ben.	Y.	No.	Ben.	30x5	W	L-W	F.	F.	F.	Spartan Kite
133	110	50	13.0	.6	1		N.	N.	Y.	Ha.	S.	RV	Y.	Ben.	Y.	No.	Ben.	30x5	W	L-W	F.	F.	F.	Spartan C3-225
130	109	49	11.0	.55	2		N.	N.	Y.	Ha.	S.	Exi	Y.	Ben.	Y.	No.	Ben.	32x6°	W	L-W	F.	F.	F.	Spartan C4-225
122	101	50	11.5	.25	2	Own	Y.	Y.	Ha.	A.	Exi	Y.	Own	Y.	No.	K-H	30x5	S.	W	F.	F.	F.	Stinson SM-8A	
126	107	51	14.0	.25	2	Own	Y.	Y.	Ha.	A.	Exi	Y.	Own	Y.	No.	K-H	30x5	S.	W	F.	F.	F.	Stinson SM-8B	
130	113	56	16.5	.25	2	Own	Y.	Y.	Ha.	A.	Exi	Y.	Own	Y.	No.	K-H	30x5	S.	W	F.	F.	F.	Stinson SM-7A	
131	113	56	16.5	.25	2	Own	Y.	Y.	Ha.	A.	Exi	Y.	Own	Y.	No.	K-H	30x5	S.	W	F.	F.	F.	Stinson SM-7B	
146.5	110	60	34.5	.75	3	Own	Y.	N.	Ha.	A.	Exi	Y.	Ben.	Y.	No.	Ben.	36x8	Du.	S.	F.	F.	F.	Stinson SM-6000	
146.5	110	60	34.5	.75	4	Own	Y.	Y.	Ha.	A.	Exi	Y.	Ben.	Y.	No.	Ben.	36x8	Du.	S.	F.	F.	F.	Stinson SM-6000	
90	80	35	8.0	.25	1		Y.	Y.	Sup.	W		Y.	No.				26x4	W	W	F.	F.	F.	Swallow TP	
100	85	32	7.0	.16	1		Y.	Y.	Sto	W		Y.	No.				26x4	W	W	F.	F.	F.	Swallow TP-K	
100	85	32	7.0	.16	1		Y.	Y.	Sto	W		Y.	No.				26x4	W	W	F.	F.	F.	Swallow TP-W	
130	110	37	9.0	.25	2		Y.	Y.	Sto	W		Y.		Y.	No.	Go.	26x11	W	W	F.	F.	F.	Swallow H-A	
135	115	37	10.0	.25	2		Y.	Y.	Sto	W		Y.		Y.	No.	Go.	25x11	W	W	F.	F.	F.	Swallow H-W	
115	95	45	11.5	.25	3		Y.	Y.	Sto	W		Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	F.	L-W	Swallow Hisse	
128	105	45	11.5	.25	3		Y.	Y.	Ha.	S.		Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	S.	L-W	Swallow Whirlwind	
	60	28	2.5		2	None.			Par.	W	No.	N.	No.			A-P.	7.00x4	W	W	F.	S.	F.	Taylor Cub E 2	
	90	40	6.0		1	Own	Y.	Y.	Par.	S°	Y.	Y.	No.			A-P.	7.50x10	W	W	F.	S.	F.	Taylor Chummy B 2	
136	110	57	18.0	1.25	4		Y.	Y.	Ha.	Du.	Exi	Y.	Ben.	Y.	No.	Ben.	32x6	Du.	Du.	Du-T.	Du.	Du.	Thaden T-4	
150.	125	50	18.0	1.00	2		N.	Y.	Ha.	S.	Exi	Y.	Ben.	Y.	No.	Ben.	26x5	L-W	W	F.	S.	F, SA.	Vought Corsair	
145	120	54	20.0	1.00	2		N.	Y.	Ha.	S.	Exi	Y.	Ben.	Y.	No.	Ben.	26x5	L-W	W	F.	S.	F, SA.	Vought Corsair	
108	92	38	8.0	.15	2	None.	N.	Y.	Ha.	A.	No.	Y.	A-P.	Y.	No.	A-P.	6.50x10	W	W	F.	S.	F.	Waco RNF	
112	95	38	8.0	.15	2	None.	Y.	Y.	Ha.	A.	No.	Y.	A-P.	Y.	No.	A-P.	6.50x10	W	W	F.	S.	F.	Waco Inf	
128	110	44	12.0	.25	10	None.	Y.	Y.	Ha.	A.	No.	Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	S.	F.	Waco CSO	
137	117	55	12.0	.25	10	None.	Y.	Y.	Ha.	A.	No.	Y.	Ben.	Y.	No.	Ben.	30x5	W	W	F.	S.	F.	Waco CTO	
108	88	35			1				Har.	W							20x4	W	W	F.	S.	F.	White C1	
103	88	35			1				Har.	W							20x4	W	W	F.	S.	F.	White C2	
70	58	30			1				Har.	W							16x7	W	W	F.	S.	F.	White S30	
BRITISH																								
174	130	56	30	2.0	2		Y.	N.	Own	W		Yes.	Dun	Y.	No.	Pal.	700x125	PS.	PS.	F.	S.	F.	Bristol Bulldog	
125	98	56	20	1.0	2	Own	Y.	N.	Own	W		Yes.	Dun	Y.	No.	Pal.	700x125	PS.	PS.	F.	S.	F.	Bristol 110A	
120	95	52	25	1.25	2		Y.	N.	Own	W		No.	Dun	Y.	No.	Pal.	700x125	W	W	F.	W	F.	Bristol 89A	
97	85	50	8	.5	2		Y.	N.	Own	W		No.	Dun	Y.	No.	Pal.	700x125	W	W	F.	W	F.	Bristol 83	
110	90	50	10.6	.79	2		Y.	N.	Own	W		Yes.	Dun	Y.	No.	Pal.	700x125	W	W	F.	W	F.	Bristol F.2B	
105	90	35	2.16	.17	1		N.	N.	F-R°	Du°	N.					Pal.	450x60	W	W	F.	W	F.	Comper Scorpion Swift	
115	100	40	3.29	.25	1		Y.	N.	F-R°	Du°	N.					Pal.	450x60	W	W	F.	W	F.	Comper Salmon Swift	
145	120	40	5.25	.12	1		Y.	N.	F-R°	Du°	N.					Pal.	450x60	W	W	F.	W	F.	Comper Pobjoy Swift	
131	52																						Gloster Survey	
147	55																						Gloster Gamecock II	
145	61																						Gloster Goldfinch	
128	60																	Du.	S.	F.	S.	F.	Hawker Horsley	
124	44																	W	S.	F.	S.	F.	Hawker Tom Tit	
170	59																	Du.	S.	F.	S.	F.	Hawker Hawfinch	
105	90		8.0	.25	2	Own	Y.	Y.	Var.	W°						Pal.	Var.	L-W	L-W	L-W	A-L	A-L	Saunders Saro Cutty Sark	
100	85		8.0	.25	2	Own	Y.	Y.	Var.	W°						Pal.	Var.	L-W	L-W	L-W	A-L	A-L	Saunders Saro Cutty Sark	
109	95		8.0	.25	2	Own	Y.	Y.	Var.	W°						Pal.	Var.	L-W	L-W	L-W	A-L	A-L	Saunders Saro Cutty Sark	
104	90		8.0	.25	2	Own	Y.	Y.	Var.	W°						Pal.	Var.	L-W	L-W	L-W	A-L	A-L	Saunders Saro Cutty Sark	
105	90		8.0	.25	2	Own	Y.	Y.	Var.	W°						Pal.	Var.	L-W	L-W	L-W	A-L	A-L	Saunders Saro Cutty Sark	
100	85		8.0	.25	2	Own	Y.	Y.	Var.	W°						Pal.	Var.	L-W	L-W	L-W	A-L	A-L	Saunders Saro Cutty Sark	
145	128	65	50.4	6.0	2				Own	W	Opt.	Y.	Own	Y.		Dun	1100x220	Du-T.	Du-C.	Du.	Du.	Du.	Vickers Viatra	
137	118	54	49.5	5.9	2				Own	W	Opt.	Y.	Own	Y.		Dun	1250x250	Du-T.	Du-C.	F.	Du.	Du.	Vickers Vellora	
108	95	52	18.5	.75	2	Own	Y.	O.	Wat	W	Opt.	Y.	Ben.	Y.	No.	Dun	19x6	W.	W.	F.	WS, DuT	F, L-W.	Westland Wessex	
133	115	58	22.0	2.0	3	Own	Y.	Y.	As	W	Opt.	Y.	Ben.	Y.	No.	Dun	19x6	Du-C.	Du-C.	F.	Du-T.	F, L-W, SA	Westland Wapiti	
129	110	58	22.0	2.0	2	Own	Y.	Y.	As	W	Opt.	Y.	Ben.	Y.	No.	Dun	19x6	Du-C.	Du-C.	F.	Du-T.	F, L-W, SA	Westland Wapiti	
132	115	58	24.0	2.0	3		Y.	Y.	Wat	A	Opt.	Y.	Ben.	Y.	No.	Dun	19x6	Du-C.	Du-C.	F.	Du-T.	F, L-W, SA	Westland Wapiti	
127	110	58	24.0	2.0	2		Y.	Y.	Wat	W	Opt.	Y.	Ben.	Y.	No.	Dun	19x5	Du-C.	Du-C.	F.	Du-T.	F, SA.	Westland Intercept.Fight	
FRENCH																								
152.14	136.62	52.8	44.88	1.32	2		Y.	Y.	Own			Y.	Own	Y.		Own	31.5x6.3</							

Stu—Sturgess

Wil—Willard

Propeller Make

Am-P—American Propeller Co.

As—Airscrew Co.

C-R—Curtiss Reed

Fl—Flottorp

F-R—Fairley-Reed

Gar—Gardner

Ha—Hamilton Standard

Har—Hartzell

Hei—Heine

Lev—Levasseur

Mer—Merville

Par—Paragon

Rat—Ratier

Sch—Schwarz

Ste—Storey

Sup—Supreme

Wat—Watts

Brakes Make

A-P—Aircraft Products

Ben—Bendix

Dha—Dhainant

Dun-B—Dunlop-Bendix

Fas—Fast

Go—Goodyear

Mar—Marelli



AIRPLANES OF THE

PLANE, MAKE AND MODEL	GENERAL											ENGINE									
	ATC Number or Other Gov't Approval	Type	Specially Designed or Equipped for	Price \$	Total Seating Capacity	Cu. Ft. Capacity of Cargo Com- partment	Overall Dimensions			Wings (Folding, Detachable, Rigid)	Area Main Wings (Sq. Ft.)	Weights				Engine Make, Model and Number Fitted	Cooling & Type	Total Hp.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make
							Length (Ft. Ins.)	Height (Ft. Ins.)	Width (Ft. Ins.)			Empty (Lbs.)	Full Load (Lbs.)	Actual Pay Load (Lbs.)	Pay Load Per Engine Hp. (Lbs.)						
FRENCH—Cont.																					
Breguet..... 33.0		OLB.	Bo.		2		32.01	11.74	55.8	R....	525.41	3630	5720			1-Hispano..... 12Nb	L-V..	650	2000	2000	Viet C A
Breguet..... 28.4		CLB.	Tr.		10		39.77	13.28	56.58	R....	601.05	4290	7744	1760	3.04	1-Hispano. 12LbXR	L-V..	580	2000	1000	Viet C A
Bordelaise..... DB 71		CLM.	Tr.		32		65.5	23.0	121.2	R....	234.5	17270	29190	6385	3.4	3-Lorraine. 700CV	L-W..	2100	2100	1294	Viet C A
Bordelaise..... DB 81		CLM.	Ma.		3		26.2	9.52	39.3	R....	129.0	1492	2420			1-Lorraine. 120CV	A-R..	120	1700	1700	Viet C A
C.A.M.S..... 37A		OAB.	Bo.		3		37.5	15.05	47.5	D....	625.0	4880	6540			1-Lorraine. 450CV	L-W..	450	1900	1230	Viet C A
C.A.M.S..... 37C		CSB.	Tr.		4		37.5	13.25	47.5	R....	625.0	4910	6820			1-Lorraine. 450CV	L-W..	450	1900	1230	Viet C A
C.A.M.S..... 53		CSB.	Tr.		7	166	48.6	18.1	62.0	R....	1238.0	9460	15200			2-Lorraine. 600CV	L-W..	1200	2000	1295	
C.A.M.S..... 55		OSB.	Bo.		6		48.7	17.7	62.0	R....	1238.0	9460	1475			2-Lorraine. 600CV	L-W..	1200	2000	1295	
C.A.M.S..... 58		CSB.	Tr.		16		49.0	20.18	79.7	R....	1361.0	11000	18900			4-Lorraine. 300CV	A-R..	1200	1800	1800	
C.A.M.S..... 80		CAM.	Bo.		3		42.5	16.7	80.7	R....	670.0	5775	9075	1430	2.04	1-Lorraine. 700CV	L-W..	700	2000	2000	
Hanriot..... L.H. 410		OLB.	C-T.		2	2395	23.95	10.25	34.5	R....	354.0	1350	1950			1-Lorraine. 120CV	A-R..	120	1700	1700	Viet C A
Hanriot..... L.H. 431		OLB.	M-T.		2		26.6	10.8	37.4	R....	325.0	2060	2860			1-Lorraine. 240CV	A-R..	240	1800	1800	Viet C A
Latecoere..... 280, 281		CLM.	Ma, Tr.		8	3089.6	45.3	11.74	63.1	D....	522.94	4620	8470	1980	3.96	1-Renault ^o 12Jb	L-V..	500	2000	1000	Viet C A
Latecoere..... 283		CSM.	Ma			3089.6	45.3	16.4	63.1	D....	626.23	5940	10444	660	1.10	1-Hispano. 12Lbr	L-V..	600	2000	1000	Bris' HM
Latecoere..... 350		CLM.	Ma, Tr.		10	3089.6	49.2	11.64	73.31	D....	804.85	8294	12914	2200	1.82	3-Hispano. 12Jb	L-V..	1200	2000	2000	Viet C A
Latecoere..... 380		CFM.	Ma			3531.0	54.94	19.81	102.99	D....	1398.8	11935	22609	1100	.83	2-Hispano. 12Nbr	L-V..	1300	2000	1000	Bris' HM
Latecoere..... 300		CFM.	Ma			7062.0	84.46	21.32	145.0	D....	2797.6	45386	51568	1100	.41	4-Hispano. 12Nbr	L-V..	2600	2000	1000	Bris' HM
Latecoere..... 440		CSM.	Bo, Po				46.25	19.35	63.1	D....	626.23	5808	10340			1-Hispano. 12Nbr	L-V..	650	2000	1000	Bris' HM
Latecoere..... 490		CLM.	M-T, Pa				32.47	7.84	46.44	D....	274.38	3945	5665			1-Hispano. 12Nb	L-V..	650	2000	2000	Viet C A
Latham..... 47		OLB.	M-T, Po		4		52.5	17.05	82.7	R....	1290	1030	15136			2.....	-W..	1200			
Latham..... 47P		CLB.	Ma		4		52.5	17.05	82.7	R....	1290	1030	15136			2.....	-W..	1200			
LeO..... H-198		OFB.	Tr.		8	52.9	41.0	15.4	53.4	D....	690.8	4070	6886	1188	2.86	1-Jupiter..... 9AC	A-R..	420	1700	1700	HM
LeO..... H-181		CFM.	Ma, C-T		2	52.96	24.44	10.10	41.1	R....	227.04	1441	2167	220	1.87	1-Salmson..... 9AC	A-R..	120	1800	1800	HC
LeO..... 213		OLB.	Tr.		15	70.62	52.35	18.2	78.54	D....	1172.8	6666	12540	2376	2.64	1-Renault..... Ja	L-V..	900	1800	1800	HM
LeO..... H-24		CFM.	Tr.		12	106.00	60.91	22.63	85.28	D....	1129.8	10186	15928	2090	2.09	1-Renault..... 12Je	L-V..	1000	2020	1090	CA
LeO..... H-22		OAM.	Ma		2	70.62	35.1	12.63	52.28	D....	355.08	2750	3900	286	1.1	1-Titan..... 5Be	A-R..	230	1800	1800	CA
Nieuport..... ND62		OLB.	Mi.		4		24.6	9.84	39.35	R....	268.00	2860	4025			1-Lorraine. 500CV	L-V..	500	2000	2000	
Nieuport..... ND82		OLB.	Mi.		1		24.6	9.84	39.35	R....	301.00	2850	3520			1-Lorraine. 500CV	L-V..	500	2200	2200	Viet.
Nieuport..... ND393		CLB.	Tr, Po		3		27.6	11.6	34.45	R....	420.00	2106	3080	506	2.11	1-Lorraine. 240CV	A-R..	240	1800	1800	Viet.
Nieuport..... ND540		CLM.	Tr.		9	99.0	49.2	12.48	76.8	D....	646.00	5170	8460	2200	3.67	1-Lorraine. 600CV	L-W..	600	2000	1295	Viet.
Nieuport..... ND600		OSM.	Bo.		4		51.5	18.7	99.7	R....	1292.00	1181	16958			1-Lorraine. 240CV	A-R..	960	1800	1800	Viet.
Nieuport..... ND641		CLM.	Ma		4	38.8	31.0	10.45	50.5	R....	332.0	2706	4180	835	3.48	1-Lorraine. 240CV	A-R..	240	1800	1800	Viet.
Nieuport..... ND740		CLM.	Ma		4	84.6	34.1	9.75	57.4	R....	439.0	3366	5060	890	2.97	3-Lorraine. 100CV	A-R..	300	1350	1350	
Potez..... 25		OLB.	Bo.		2		30.2	11.9	46.5	R....	506.0	2580	5500			1-Lorraine..... 12Eb	L-W..	450	1850	1850	HM
Potez..... 29		CLB.	Bo.		5		35.0	11.8	47.5	R....	516.0	3495	5500			1-Lorraine..... 12Eb	L-W..	450	1850	1850	HM
Potez..... 32		CLM.	Fr.		6		47.5	10.76	47.5	R....	378.0	2470	4930	715	3.11	1-Salmson..... 9Ab	A-R..	230	1700	1700	HM
Potgz..... 33		CLM.	Mi.		4		47.5	10.76	47.5	R....	378.0	2682	4180			1-Salmson..... 9Ab	A-R..	230	1700	1700	HM
Potez..... 36		CLM.	Sp.		2		25.25	11.4	34.3	F....	215.0	1009	1715	271	2.86	1-Renault..... 4Lb	A-L..	95	2000	2000	PS
Potez..... 39		OLM.	Bo.		2		32.8	11.23	52.5	R....	377.0	3500	5830			1-Hispano..... 12Hb	L-V..	500	2000	2000	HM
S.E.C.M..... 110C1		OLM.	Mi.		1		23.0	9.84	36.1	R....	226.0	2575	3410			1-Lorraine..... 500CV	L-V..	500	2200	2200	Viet.
S.E.C.M..... 122 BP3		CLB.	Bo.		2		44.5	16.9	65.7	R....	944.0	6035	8862			1-Lorraine..... 650CV	L-W..	650	2000	1295	Viet HM
S.E.C.M..... 140 M		OLM.	Bo.		5		55.75	10.0	80.25	R....	1076.0	9250	12500			2-Lorraine..... 700CV	L-W..	1400	2100	1294	Viet.
GERMAN																					
Albatros..... L82C		C-T.			2	7.06	24.27	9.02	29.5	F....	217.35	957	1672			1-Siemens..... SH-14	A-R..	110	1750	1750	Bos' HM
Albatros..... L100		C-T.			3	17.65	27.72	9.64	39.8	F....	215.2	1023	1771			1-Argus..... AS8	A-R..	95	1750	1750	HC
Albatros..... L101		C-T.			2	10.6	27.72	8.86	40.51	F....	215.2	1045	1749			1-Argus..... AS8	A-R..	95	1750	1750	HC
Focke-Wulf..... A 172 AT		CLM.	Pa, Fr.		10	2395.0	42.64	13.12	65.6	R....	672.5	5390	8800	1936	4.18	1-Siemens Jupiter..... VI	L-V..	480	2000	1000	CA
Focke-Wulf..... A 29 AT		CLM.	Pa, Fr.		10	2395.0	48.54	13.12	65.6	R....	672.5	5962	9680	2156	4.31	1-BMW..... VI	L-V..	600	1500	1500	CA
Focke-Wulf..... A 32 AT		CLM.	Pa, Fr.		8	1875	40.01	10.66	52.28	R....	371.22	3223	5060	968	3.21	1-Junkers..... L V	L-L..	310	1500	1500	CA
Focke-Wulf..... A 33 AT		CLM.	Pa, Fr.		4	332.0	31.65	9.84	39.36	R....	236.7	1474	2464	550	3.78	1-Walter..... Mars	A-R..	145	1600	1600	CA
Focke-Wulf..... S 24 AT		OLB.	C-T.		2	112.9	20.66	7.38	29.19	F....	210.0	858	1430			1-Siemens..... FH 13	A-R..	78	1500	1500	HM
Heinkel..... HE 9					3		38.1	15.1	55.1	R....	521.75	6930	770			1-BMW..... VIu	L-V..	500			1060
Heinkel..... HE 10					5		43.0	15.4	59.7	R....	655.0		792			1-BMW..... VIu	L-V..	500			1060
Heinkel..... HD 38							28.55	11.8	32.8	R....	324.0	4400	242			1-BMW..... VI	L-V..	500			1650
Heinkel..... HD 41		OLB.			2		32.3	12.45	32.8	R....	372.0	5830	935			1-BMW..... VIu	L-V..	500			1060
Heinkel..... HD 42		OSB.	M-T.		2		34.5	13.45													

WORLD—Continued



PERFORMANCE					EQUIPMENT										MATERIAL					PLANE, MAKE AND MODEL				
Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Fuel Consumption at Cruising Speed With Full Load		No. of Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Propeller		Electrical	Brakes			Wheels		Wings				Fuselage			
			Gas (Gallons per Hr.)	Oil (Gallons per Hr.)					Make	Material		Battery Make	Plane Wired for Lighting?	Make	Fitted to Un- dercarriage Wheels?	Fitted to Tail Wheels?	Make	Size (Foreign Planes Wheel Sizes are Metric)	Ribs		Spars	Covering	Structure	Covering
FRENCH—Cont.																								
158.35	142.83	52.78	44.88	1.32	4		Y.	Y.	Own		Y.	Own	Y.		Own	31.5x6.9	S.	S.	Du...	S.	Du...	Breguet	33.0	
136.62	124.20	58.89	42.24	1.32	3		Y.	Y.	Own		Y.	Own	Y.		Own	39.4x8.86	Du-C	Du-C	F...	Du-T	F...	Breguet	28.4	
137.00	124.00	62.00	158.0	4.70	2	S.A.B.	Y.	Y.	Rat.	C.	TEM.	Y.	Dha.	Y.	Dha.	1300x275	Du-C	Du-C	Du...	Du-C	Du...	Bordelaise	DB 71	
124.2	105.5	49.7	10.7	.31	2		Y.	Y.	Rat.	W.	TEM.	Y.	Dha.	Y.	Dha.	700x125	Du-C	Du-C	Du...	Du-C	Du...	Bordelaise	DB 61	
104.3		55.0	38.0	.66	2		Y.	Y.			Y.						W	W	F...	W	L-W	C.A.M.S.	37A	
107.0			38.0	.66	4		Y.	Y.			Y.						W	W	F...	W	L-W	C.A.M.S.	37C	
137.0			102.0	2.46			Y.	Y.			Y.						W	W	F...	W	L-W	C.A.M.S.	53	
127.4		62.0			5		Y.	Y.			Y.						W	W	F...	W	L-W	C.A.M.S.	55	
137.0	134.0		27.2	1.19			Y.	Y.			Y.						W	W	F...	Du-C	Du...	C.A.M.S.	58	
130.5			60.7	1.69			Y.	Y.			Y.					1000x225	PS.	PS.	F...	Du-C	Du...	C.A.M.S.	80	
74.6			6.24	.21			Y.	Y.			N.								F...		F...	Hanriot	L.H. 410	
111.8			6.05	.31			Y.	Y.			N.								F...		Du...	Hanriot	L.H. 431	
139.7	124.2	62.1	31.68	.53	1	Own	Y.	Y.	Lev°	Du°	Sle.	Y.	Mes.	Y.	Mes.	1000x225	W	Du.	F...	S, Du-T	Du, F.	Latecoere	280, 281	
133.5	118.	62.1	34.32	.55	1	Own	N.	N.	Rat.	Du.	Sle.	Y.	Mes.	Y.	Mes.	1150x250	W	Du.	F...	S, Du-T	Du, F.	Latecoere	283	
149.04	133.51	62.1	105.6	1.58	2	Own	N.	Y.	Rat.	Du.	Sle.	Y.	Mes.	Y.	Mes.	1150x250	W	Du.	F...	S, Du-T	Du, F.	Latecoere	350	
130.4	118.00	62.1	70.22	1.11	7	Own	N.	Y.	Rat.	Du.	Sle.	Y.	Mes.	Y.	Mes.	1150x250	W	Du.	F...	S, Du-T	Du, F.	Latecoere	380	
133.5	124.2	62.1	140.5	2.22	8	Own	N.	N.	Rat.	Du.	Sle.	Y.	Mes.	Y.	Mes.	1150x250	W	Du.	F...	S, Du-T	Du, F.	Latecoere	300	
137.8	118.0	55.9	34.32	.68	1	Own	N.	N.	Rat.	Du.	Sle.	Y.	Mes.	Y.	Mes.	800x200	W	Du.	F...	S, Du-T	Du, F.	Latecoere	440	
173.8	120.0	68.3	33.0	.55	1	Own	N.	N.	Rat.	Du.	Sle.	Y.	Mes.	Y.	Mes.	800x200	Du.	Du.	Du.	Du.	Du.	Latecoere	490	
105.5	99.5						Y.	Y.			Y.						W	W	L-W	W	L-W	Latham	47	
105.5	99.5						Y.	Y.			Y.						W	W	L-W	W	L-W	Latham	47P	
101.22	86.9	54.0	31.7	1.85	4		Y.	N.	Lev.	Du.		Y.					W	W	F...	W	L-W	LeO	H-198	
103.71	90.04	57.13	10.3	.32	2		N.	Y.	Lev.	W		N.					W	W	F...	W	L-W	LeO	H-181	
112.4	99.36	56.41	66.0	2.64	2		Y.	Y.	Lev.	Du.		Y.				1250x250	Du-C	Du.	F...	Du.	F...	LeO	213	
127.3	111.78	58.99	69.96	2.64	2		Y.	Y.	Lev.	W		Y.					W	W	L-W	W	L-W	LeO	H-24	
106.81	93.15	57.13	17.69	.528	1		N.	Y.	Lev.	Du.		Y.				800x175	W	W	L-W	Du.	Du.	LeO	H-22	
168.00					2													W	Du-C	L-W	W	F...	Nieuport	ND62
168.2		67.1	41.4	1.64	2													Du-C	Du-C	Du.	Du-C	Du.	Nieuport	ND82
107.0	85.0	51.0	2.11	1.24												750x125	W	W	F...	W	L-W	Nieuport	ND393	
133.0	121.8	62.7	51.0	1.23				Y.					Y.	No.			PS.	PS.	PS.	PS.	PS.	Nieuport	ND540	
123.7	109.5	60.25	84.5	5.02				Y.						No.			PS.	PS.	PS.	PS.	PS.	Nieuport	ND600	
130.5	110.25	55.9	21.4	1.24				Y.									W	W	L-W	W	L-W	Nieuport	ND641	
110.44	104.4	52.2	27.75	.555	3		Y.						Mes.	Y.	No.		W	W	L-W	W	L-W	Nieuport	ND740	
136.00	115.0	53.7				Lab.	N...	Y.	Rat.	Du.	Lab.	Y.			Rob.	800x175	L-W	W	F...	W	F...	Potez	25	
127.0	105.5	63.4				Lab.	N...	Y.	Rat.	Du.	Lab.	Y.			Rob.	800x200	L-W	W	F...	W	F...	Potez	29	
110.5	87.0	65.2					Y.	N.	Lev.	Du.		Y.	Mes.	Y.		Rob.	800x175	L-W	W	F...	W	F...	Potez	32
115.0	87.0	65.2				Lab.	Y.	Y.	Lev.	Du.	Lab.	Y.			Rob.	800x175	L-W	W	F...	W	F...	Potez	33	
92.0	70.9	34.8					N...	Y.	Mer	W		Y.			Rob.	650x100	L-W	W	F...	W	F...	Potez	36	
146.0	118.0	57.1				Lab.	N...	Y.	Rat.	Du.	Lab.	Y.	Mes.	Y.	Mes.	800x175	Du.	Du.	Du.	Du.	Du.	Potez	39	
180.0		59.0					Y...	Y.										Du-T	Du-C	F...	Du-T	F...	S.E.C.M.	110C1
133.5		51.0		1.55	2		Y...	Y.										PS.	S.	F...	PS.	F...	S.E.C.M.	122 BP3
150.2		52.8	121.5	3.38	2		Y...	Y.				Y.		Y.				PS.	S.	F...	PS.	F...	S.E.C.M.	140 M
GERMAN																								
95.63	80.73	46.57	5.28	.32	1		Y...	Y.	Hei	W	No...	No...		Own	710x85	W	W	F...	S.	F...	F...	Albatros	L82C	
90.04	80.73	43.37	4.59	.264	2		Y...	Y.	Own	W	No...	No...	Own	Y.	Own	610x85	Du-C	Du-T	F...	S.	F...	Albatros	L100	
96.25	88.18	47.2	4.59	.264	1		Y...	Y.	Hei	W	No...	No...	Own	Y.	Own	610x85	Du-C	Du-T	F...	S.	F...	Albatros	L101	
124.8	108.67	55.89	34.58	2.03	2	Ste.	Y...	Y.	Sch	W	Varta	Y.	Pal	Y.	Elek	1250x250	L-W	L-W	L-W	S.	F, L-W	Focke-Wulf	A 172	
122.96	107.93	57.13	39.07	1.14	2	Ste.	Y...	Y.	Hei	W	Varta	Y.	Pal	Y.	Elek	1250x250	L-W	L-W	L-W	S.	F, L-W	Focke-Wulf	A 29	
118.0	100.6	4																						



AIRPLANES OF THE

PLANE, MAKE AND MODEL		GENERAL														ENGINE						
		ATC Number or Other Gov't Approval	Type	Specially Designed or Equipped for	Price \$	Total Seating Capacity	Cu. Ft. Capacity of Cargo Com- partment	Overall Dimensions			Wings (Folding, Dismountable, Rigid)	Area Main Wings (Sq. Ft.)	Weights				Engine Make, Model and Number Fitted	Cooling & Type	Total Hp.	Engine R.P.M.	Propeller R.P.M.	Method of Starting and Starter Make
								Length (Ft. Ins.)	Height (Ft. Ins.)	Width (Ft. Ins.)			Empty (Lbs.)	Full Load (Lbs.)	Actual Pay Load (Lbs.)	Pay Load Per Engine Hp. (Lbs.)						
DUTCH																						
Pander.	DF	AT	OLM.	Sp.	2075	1		16.4	5.41	26.24	D...	116.21	402.6	1639			1-ABC Scorpion.....	A-H.	34	2300	2300	PS.
Pander.	E	AT	OLB.	C-T.	4200	2		21.09	8.69	32.8	D...	190.45	880.0	1474			1-Walter.....	A-R.	60	1400	1400	HM.
Pander.	EF 85	AT	OLB.	C-T.	4400	2		21.32	8.69	32.8	D...	190.45	906.4	1540			1-Walter.....	A-R.	85	1750	1750	HM.
Pander.	EG 100	AT	OLB.	Sp.	4610	2		22.47	8.69	32.8	D...	190.45	1001.0	1760			1-DeHavilandGypsy	A-I.	100	1900	1900	PS.
Pander.	EH 120	AT	OLB.	Sp.	4900	2		22.96	8.36	32.8	D...	190.45	1089.0	1870			1-DeHavilandGypsy	A-I.	120	2000	2000	PS.
Pander.	F	AT	OLM.	Sp.	5000	2		22.96	8.2	33.92	D...	189.38	1012.0	1650			1-DeHavilandGypsy	A-I.	100	1900	1900	PS.
ITALIAN																						
Caproni.	CA 100		OSB	M-T.		3		24.93	10.08	32.8	F...	241.02	1034	1584								
Caproni.	CA 103		OLB.	Bo.		4		49.20	20.34	82.00	R...	1538.7	9240	14740			2-Fiat.	A2H	1500	2000	2000	CA.
Caproni.	CA 104		OLB.	Bo.		1		23.45	9.35	34.44	R...	301.28	1496	1859			1-Lynx Special	A-R.	200	2000	2000	HC.
Caproni.	CA 105		CLM.	AA.		3		31.49	9.84	45.92	F...	279.76	1870	2970			1-Lynx	A-R.	200	2000	2000	CA.
Caproni.	97		CSM.	AA.		4		38.70	12.14	52.48	R...	430.40	3520	5720			1-Jupiter.	A-R.	500	2000	1000	CA.
Fiat.	BR 2		OLB.	Bo.		2		34.34	12.3	56.74	D...	828.5	5720	8580			1-Fiat.	A 25	950	1700	1700	CA.
Fiat.	BR 3		OLB.	Bo.		3		34.34	12.3	56.74	D...	828.52					1-Fiat.	A 25	950	1700	1700	CA.
Fiat.	CR 1		OLB.	Mi.		1		20.30	8.04	29.36	D...	252.86	1815	2557			1-Hispano.	42	300	1900	1900	CA.
Fiat.	CR 20		OLB.	Mi.		1		22.30	9.02	32.14	D...	268.15	2134	3058			1-Fiat.	A 20	420	2060	2060	CA.
Fiat.	ICR 20		OSB	Mi.		1		23.30	10.50	32.14	D...	268.15	2266	3190			1-Fiat.	A 20	420	2060	2060	CA.
Fiat.	R 22		OLB.	Mi.		2		30.11	10.82	46.58	D...	538.0	3564	5544			1-Fiat.	A 22	570	1900	1900	CA.
Fiat.	A 120		OLM.	Mi.		2		28.99	10.5	45.43	D...	328.18	3190	5170			1-Fiat.	A 22	570	1900	1900	CA.
Fiat.	BRG		CLM.	Bo.		3		58.38	17.22	99.08	D...	10340		23100			3-Fiat.	A 24	1950	1850	1850	CA.
Fiat.	TR 1		CLM.	Sp.		2		21.52	8.46	29.52	D...	145.26	968	1595			1-Fiat.	A 50S	100	1900	1900	CA.
Fiat.	AS 1		CLM.	Sp.		3		20.17	3.13	34.11	F...	188.30	869	1485			1-Fiat.	A 50	90	1600	1600	PS.
Fiat.	IAS 1		CSM.	Sp.		3		21.99	9.22	24.11	F...	188.3	990	1606			1-Fiat.	A 50	90	1600	1600	PS.
MEXICAN																						
Azcarte.	E-2		OLB.	M-T		2		22.95	3.86	35.5	|	262.0	1265	715			1-Wright	J6	165	2000	2000	PS.
SWEDISH																						
Junkers.	K 53L		OLB.	Mi. Po.		2		26.90	11.48	52.15	D...	320.22	2640	3740	1100	3.55	1-Junkers.	L5	310			1500
Junkers.	K 53W		OSM.	Mi. Po.		2		30.18	11.48	52.15	D...	320.22	2959	3740	781	2.52	1-Junkers.	L-1	310			1500
Junkers.	K 30L		CLM.	Mi. Bo.		4		51.92	19.35	96.43	D...	1065.24	9493	16500	7007	7.54	3-Junkers.	L5	930			1500
Junkers.	K 30W		OSM.	T-C.		4		54.58	20.00	96.43	D...	1065.24	10945	16720	5775	6.21	3-Junkers.	L5	930			1500
Junkers.	K 37		OLM.	Mi. Bo.		3		37.39	14.76	65.93	D...	584.27	58.08	8800	2992	3.25	2-Bristol Jupiter.	A-R.	920			1900
Junkers.	K 47		OLM.	Mi.		2		26.57	9.51	40.67	D...	252.86	23.98	3630	1232		1-Bristol Jupiter.	A-R.	440			1900

ABBREVIATIONS:

General
 •—Others used
 Apl—Applied for
 AT—Approved Type
 C-A—Certificate of Approval
 Y—Yes
 N—No
 Var—Varies
 Opt or O—Optional
 Designed for
 AA—Aerial Advertising

Bo—Bombing
 C-T—Civilian Training
 Fr—Freight
 Ma—Mail
 Mi—Military Pursuit
 M-T—Military Training
 Ob—Observation
 Ps—Passenger
 Po—Photography
 Sp—Sport
 Tr—Transport

Type of Plane

A—Amphibion
 B—Biplane
 C—Cabin
 F—Flying boat
 L—Land plane
 M—Monoplane
 O—Open
 S—Seaplane

Engine Make
 P & W—Pratt & Whitney

Engine Type

A-H—Air cooled horizontally
 opposed cyls.
 A-L—Air cooled in line
 A-R—Air cooled radial
 L-L—Liquid cooled in line
 L-V—Liquid cooled Vee type
 L-W—Liquid cooled W type

Starter Make

Ecl—Eclipse
 Hey—Heywood

Method of Starting

CA—Compressed Air
 EM—Electric Motor.
 G—Gas starter
 HC—Hand Crank
 HM—Hand Magneto
 In—Inertia
 PS—Propeller Swinging
 Propeller Material
 A—Aluminum
 C—Composition
 Du—Dural

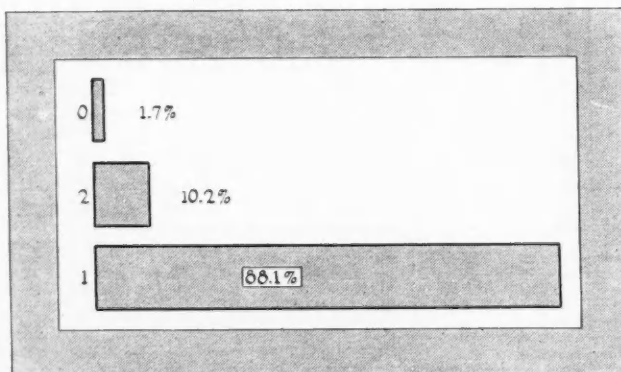
S—Steel
 W—Wood
 W-C—Wood & Composition

Battery Make
 D-C—Dry Cells
 Ed—Edison
 Eve—Eveready
 Exi—Exide
 Lab—Labinal
 RV—Ray Vac
 Sle—Slem

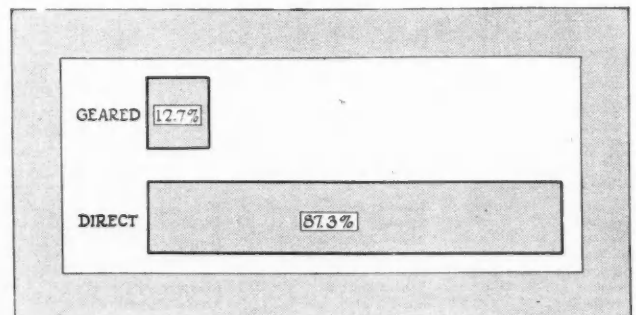
Airplane

(Based on Airplane

Number of Carburetors



Types of Propeller Drive



Figures Refer to Per Cent of Engine Models Using Factor

WORLD—Continued



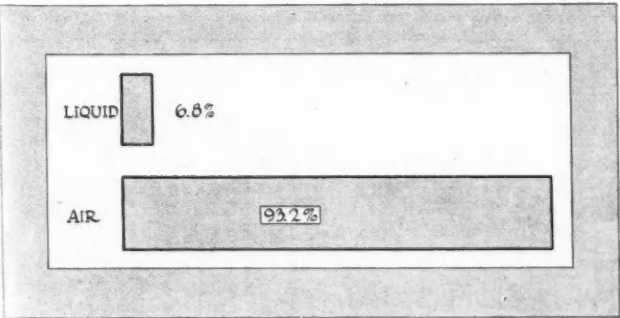
PERFORMANCE					EQUIPMENT										MATERIAL					PLANE MAKE AND MODEL					
Full Throttle Speed at Sea Level With Full Load M.P.H.	Cruising Speed at 3000 Ft. (Full Load)	Landing Speed (Full Load)	Fuel Consumption at Cruising Speed With Full Load		No. of Fuel Tanks	Cabin Heater Make	Exhaust Manifolds Provided?	Dual Control Provided?	Propeller		Electrical		Brakes			Wheels		Wings			Fuselage				
			Gas (Gallons per Hr.)	Oil (Gallons per Hr.)					Make	Material	Battery Make	Plane Wired for Lighting?	Make	Fitted to Un- dercarriage Wheels?	Fitted to Tail Wheels?	Make	Size (Foreign Planes Wheel Sizes are Metric)	Ribs	Spars		Covering	Structure	Covering		
DUTCH																									
83.21	71.41	16.36	2.11	.124	1		N...	N...	Own	W		N...					650x80	W	W	F	W	F	Pander	DF	
90.04	74.52	21.12	3.17	.185	2		N...	Y	Own	W		Y...					650x85	W	W	F	S	F	Pander	E	
99.36	80.73	21.12	3.96	.238	2		N...	Y	Own	W		Y...					650x85	W	W	F	S	F	Pander	EF 85	
102.46	83.83	12.12	5.41	.079	2		Y...	Y	Own	W		Y...	Ben.	Y		Ben.	650x125	W	W	F	S	F	Pander	EG 100	
111.78	93.15	22.7	6.6	.106	2		Y...	Y	Own	W		Y...	Ben.	Y		Ben.	650x125	W	W	F	S	F	Pander	EH 120	
117.99	96.25	22.44	5.41	.079	2		Y...	Y	Own	W		Y...	Ben.	Y		Ben.	700x100	W	W	F	S	F	Pander	P	
ITALIAN																									
111.78	93.15	55.89	6.07	.702	1		Y...	Y...	Own	W	Y...	Y...					1250x250	W	W	F	W	F	Caproni	CA 100	
124.2	99.36	55.9	87.12	9.24	6		Y...	Y...	Own	W-C		Y...	Fas.	Y	No.	Fas.	650x80	W	W	F	S	F	Caproni	CA 103	
130.4	105.6	46.6	11.88	1.06	2		Y...	N...	Own	C		Y...	Fas.	Y	No.	Fas.	660x80	W	W	F	S	F	Caproni	CA 104	
108.7	86.9	55.89	11.88	1.06	1		Y...	Y...	Own	C		Y...	Fas.	Y	No.	Fas.	750x125	W	W	F	S	F	Caproni	CA 105	
133.5	117.9	58.99	25.08	2.64	1		Y...	Y...	Own	W		Y...	Fas.	Y	No.	Fas.		S	S	F	S	F	Caproni	97	
156.49	139.72	58.99					Y...	Y...	Own	W	Mar.	Y...											Fiat	BR 2	
164.56	139.72	162.1			1		Y...	Y...	Own	W	Mar.	Y...					750x125	W	W	F	W-S	L-W	Fiat	BR 3	
172.64	149.04	58.99			1		Y...	Y...	Own	W	Mar.	Y...	Fas.	Y	No.	Fas.	750x125	Du-T	Du-T	F	S	F	Du	Fiat	CR 20
167.67	142.83	62.10			1		Y...	Y...	Own	W	Mar.	Y...	Fas.	Y	No.	Fas.	750x125	Du-T	Du-T	F	S	F	Du	Fiat	ICR 20
152.14	133.51	52.78			1		Y...	Y...	Own	W	Mar.	Y...	Fas.	Y	No.	Fas.	800x150	Du-T	Du-T	F	S	F	Du	Fiat	R 22
155.25	136.62	55.89			1		Y...	Y...	Own	W	Mar.	Y...	Fas.	Y	No.	Fas.	800x150	Du-T	Du-T	F	S	F	Du	Fiat	A 120
139.72	114.88	62.1			3		Y...	Y...	Own	W	Mar.	Y...	Fas.	Y	No.	Fas.	800x150	Du-T	Du-T	F	S	F	Du	Fiat	BRG
124.2	111.78	46.57			1		Y...	Y...	Own	W	Mar.	Y...	Fas.	Y	No.	Fas.	660x80	Du-T	Du-T	F	Dh-T	F	Du	Fiat	TR 1
105.57	100.04	37.26			1		Y...	Y...	Own	W	Mar.	Y...	Fas.	Y	No.	Fas.	660x80	W	W	F	W	W	Fiat	AS 1	
95.01	83.83	44.71			1		Y...	Y...	Own	W	Mar.	Y...	Fas.	Y	No.	Fas.	660x80	W	W	F	W	W	Fiat	IAS 1	
MEXICAN																									
116.0	85.2	50.4	11.72	2.0	2		Y...	Y...	Ha...	A		N...	Own	Y...	No...	Am W...	26x4	W	W	F	W	L-W	Azcarte	E-2	
SWEDISH																									
126.06	105.57	65.20	35.02	1.86	2		Y...	Y...	Own	Du...						Own		Du-T	Du-C	Du...	Du-T	Du...	Junkers	K 53L	
119.75	69.36	65.20	35.02	1.86	2		Y...	Y...	Own	Du...						Own		Du-T	Du-C	Du...	Du-T	Du...	Junkers	K 53W	
127.92	102.46	71.41	93.15	4.97	4		Y...	Y...	Own	Du...						Own		Du-T	Du-C	Du...	Du-T	Du...	Junkers	K 30L	
118.85	69.36	71.41	83.15	4.97	4		Y...	Y...	Own	Du...						Own		Du-T	Du-C	Du...	Du-T	Du...	Junkers	K 30W	
152.14	130.41	70.79	90.67	7.45	4		Y...	Y...	Reed	Du...				Y		Own		Du-T	Du-C	Du...	Du-T	Du...	Junkers	K 37	
176.98	149.04	65.2	46.57	3.73	2		Y...	Y...	Reed	Du...						Own		Du-T	Du-C	Du...	Du-T	Du...	Junkers	K 47	

Stu—Sturgess Wil—Willard	Hei—Heine Lev—Levassore Mer—Merville Par—Paragon Rat—Ratier Sch—Schwarz Ste—Storey Sup—Supreme Wat—Watts	Ben—Bendix Dha—Dhainant Dun-B—Dunlop-Bendix Fas—Fast Go—Goodyear Mar—Marelli Mes—Messier Pal—Palmer Sau—Sauzedde	A-P—Aircraft Products Bud—Budd Dun—Dunlop Elek—Elektron Fas—Fast Go—Goodyear Air Wheels Han—Hanriot Joh—Johnson K-H—Kelsey Hays Mes—Messier Pal—Palmer P-D—Palmer, Dunlop	Rob—Robur Sau—Sauzedde	PS—Pressed Steel Channel S—Steel Tube SA—Sheet Aluminum
Propeller Make Am-P—American Propeller Co. As—Airscrew Co. C-R—Curtiss Reed Fl—Flottorp F-R—Fairey-Reed Gar—Gardner Ha—Hamilton Standard Har—Hartzell	Brakes Make A-P—Aircraft Products	Wheels Make AmW—American Wire Wheel	Structure and Covering Materials Al—Aluminum Alc—Alclad Du—Dural Du-C—Dural Channel Du-T—Dural Tube F—Fabric L-W—Laminated Wood	Wings Type D—Demountable F—Folding R—Rigid	Cabin Heater Lab—Lobinal Lam—Lambert

Engine Trends

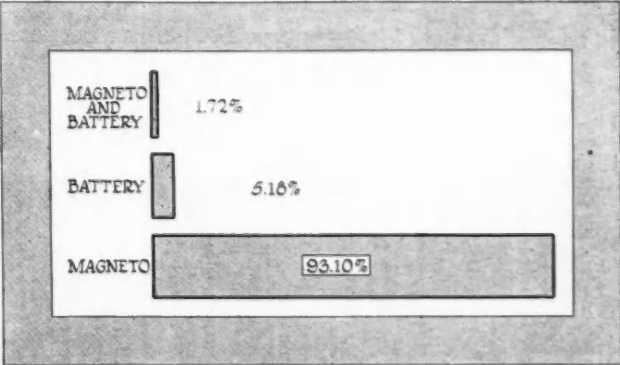
Engine Table, Page 380)

Types of Cooling Systems



Figures Refer to Per Cent of Engine Models Using Factor

Types of Ignition



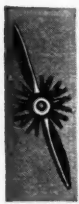


AIRPLANE ENGINES



ENGINE MAKE AND MODEL	Dept. of Commerce License or AIC Number	CYLINDER DATA						RATING			CONSUMPTION		WEIGHTS		CARBURETORS		IGNITION SYSTEMS		STARTING		INSTALLATION DIMENSIONS (In.)																
		Arrangement (1)	Cooling Medium (2)	Numbers of Cylinders	Bore and Stroke (In.)	Total Piston Dis- placement (Cu. Ins.)	Compression Ratio	Brake M.E.P. (Lbs. per Sq. In.)	Cylinder (3) Material	Number of Valves per Cylinder	Valve Location (9)	Mfrs. Rated H.P. at Specified R.P.M. At Sea Level	Max. Brake H.P. at Specified R.P.M. At Sea Level	Normal Crankshaft R.P.M.	Propeller Drive	Gasoline (Gals.)	Per Brake H.P. Hour	Approx. Gallons Per Hour	Engine Dry (Lbs.)	Starter	H.P. (Lbs.)	Make	Number (4)	Fuel Pump Supplied?	Make (8)	Current Sources (5)	Number (4)	Spark Plug Make and Number per Cylinder	Make	Method (6)	OVERALL (7)						
																															Length	Height	Width	Height Above Engine Bed	Center to Center Engine Bearers	Price Complete (Dollars) At Factory	
AMERICAN																																					
Aeronarine, Salomon 9AD		Rad.	Air	9	7 00x8 6	2079	5.6	109.5	2	1	1	40-2000	51-2000	1800 D.		0.83	0.04	3.5	159.7	3.9	Zen.	1	N	1	N	Bos.	Mag.	1	Chas-1	Own	HC	27.3	27.5	25.9	15	17	3950
Allison, V-1410		V-45	Air	12	4 5/8x7	1410	5.3	128	1	1	1	430-1900	450-2000	1900 D.		.52	.02	.38	1000	2.33	Str.	1	1	1	1	Delco	Mag.	1	AC-2	Ed.	EM	78.5	47	34.5	15	17	1500
Allison, V-1650		V-45	Wat.	12	5x7	1650	5.3	128	1	1	1	430-1900	450-2000	1900 D.		.52	.02	.38	1125	2.03	Str.	1	1	1	1	Delco	Mag.	1	AC-2	Ed.	EM	85	47	34.5	15	17	1500
Bakewell Wingfoot	165	Rad.	Air	8	4 1/2x4 1/2	452	5.4	102	1	1	1	165-1800	165-1800	1800 G.		.15	.007	10.6	885	2.63	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	Ed.	HC	31	36	27	12	17	1500
Cameron, 100		Rad.	Air	7	4 1/2x4 1/2	420	5.4	122	1	1	1	100-1800	120-2300	1800 D.					280	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	Ed.	HC	25	36	35	15	17	1500
Cherwell, 333	59	Iv-L	Air	4	4 1/2x5 1/2	333	5.3	136	1	1	1	60-1800	120-2300	1800 D.					280	3.0	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	Ed.	EM	39.5	27.75	14	20	15	1500
Comet, 470	32	Rad.	Air	4	4 1/2x5 1/2	444	5.2	110	1	1	1	168-1900	170-1900	1900 D.					260	2.17	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	Ed.	EM	45.75	32.50	16.75	7.50	17.75	1800
Cresley, 100		Rad.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	100-2400	110-2300	2100 D.					400	2.8	Str.	1	1	1	1	Scin.	Mag.	1	AC-2	Hey.	CA	14	48.50				2700
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1	1	1	1	Scin.	Mag.	1	BG-2	PS	PS	45.62	30.37	16.62	9.94	11.37	
Curtis Challenger, R-600		Hor.	Air	4	4 1/2x4 1/2	301	5.5	126	1	1	1	185-2000	163-2000	2000 D.					300	2.8	Str.	1															

[illegible]



AIRPLANE ENGINES—Continued



ENGINE MAKE AND MODEL	Dpt. of Commerce License or ATC Number	CYLINDER DATA										RATING	CONSUMPTION			WEIGHTS		CARBURETORS		IGNITION SYSTEMS			STARTING	INSTALLATION DIMENSIONS (Ins.)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		Arrangement (1)	Cooling Medium (2)	Numbers of Cylinders	Bore and Stroke (Ins.)	Total Piston Dis- placement (Cu. Ins.)	Compression Ratio	Brake M.E.P. (Lbs. per Sq. In.)	Cylinder Material (3)	Number of Valves per Cylinder			Valve Location (9)	Max. Brake H.P. At Specified R.P.M. At Sea Level	Mrs. Rated H.P. At Specified R.P.M. At Sea Level	Normal Crankshaft R.P.M. At Specified R.P.M. At Sea Level	Propeller Drive	Gasoline (Gals.)	Per Brake H.P. Hour	Approx. Gallons Gasoline Per Hour	Engine Dry (Lbs.)	Starter		H.P. (Lbs.)	Per Rated Starter	Make	Number (4)	Fuel Pump Supplied?	Make (8)	Current Sources (5)	Number (4)	Spark Plug Make and Number per Cylinder	Make	Method (6)	Length	Height	Width	OVERALL (7)	Engine Bed Height Above Center to Center Engine Bore	Price Complete (Dollars) At Factory																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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FRENCH—Cont.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Lorraine	650 CV	W	Wat.	18	4.7x7.1	2240.0	6.0	125.0	5	1	1	650-2000	719-1700	1700 D.	G	084	053	42.2	1285.5	1.98	Zen.	4	Y	Scin.	Mag.	2	CA	83.5	43.1	36.2	2	2	CA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Airplane Structural Factors

Ribs

	Per Cent of Models
Wood	59.4
Aluminum Alloy	21.6
Laminated Wood	10.9
Laminated Wood and Wood	3.8
Steel Tube	2.7
Pressed Steel	1.6

Spars

	Per Cent of Models
Wood	65.0
Laminated Wood	18.8
Aluminum Alloy	9.22
Steel Tube	5.9
Pressed Steel	1.08

Wing Covering

	Per Cent of Models
Fabric	82.3
Laminated Wood	12.9
Aluminum Alloy	4.3
Laminated Wood and Fabric	.5

Fuselage Covering

	Per Cent of Models
Fabric	69.7
Aluminum Alloy	17.45
Laminated Wood	8.74
Laminated Wood and Fabric	2.95
Fabric and Steel Aluminum	1.16

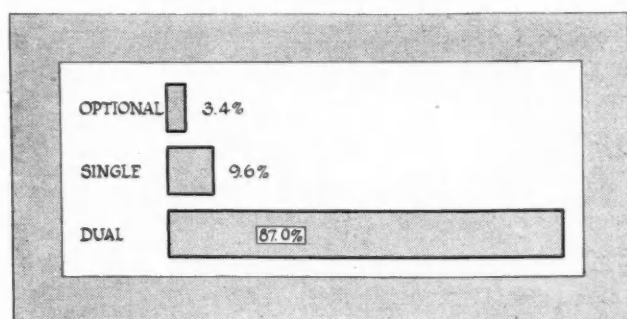
Fuselage Skeleton

	Per Cent of Models
Steel Tube	66.62
Aluminum Alloy	21.0
Wood	11.3
Pressed Steel	1.08

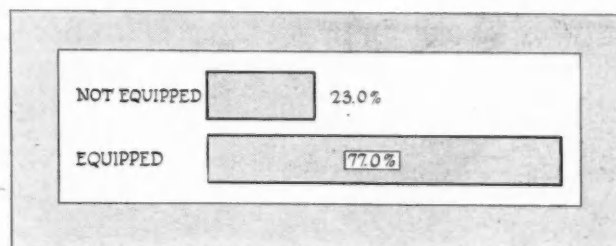
Pay Load Per Engine Hp.

	Per Cent of Models
Up to and including 2.0 lb.	24.0
2.01 lb.—3.0 lb.	41.8
3.01 lb.—4.0 lb.	23.3
4.01 lb.—5.0 lb.	7.0
5.01 lb.—6.0 lb.	3.1
6.01 lb.—7.5 lb.	0.8

Control Arrangement



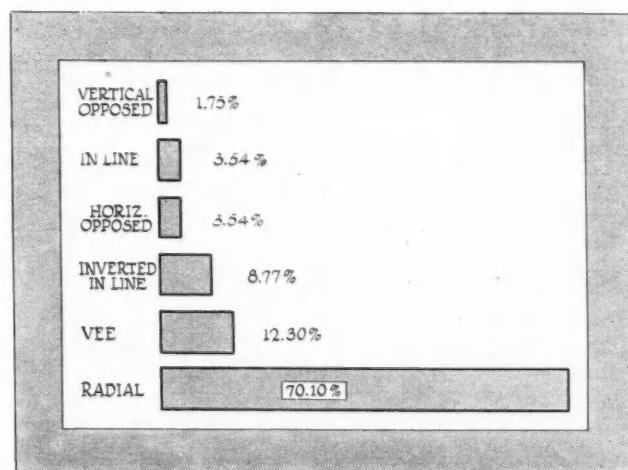
Models Equipped with Brakes



Airplane Engine Types Used

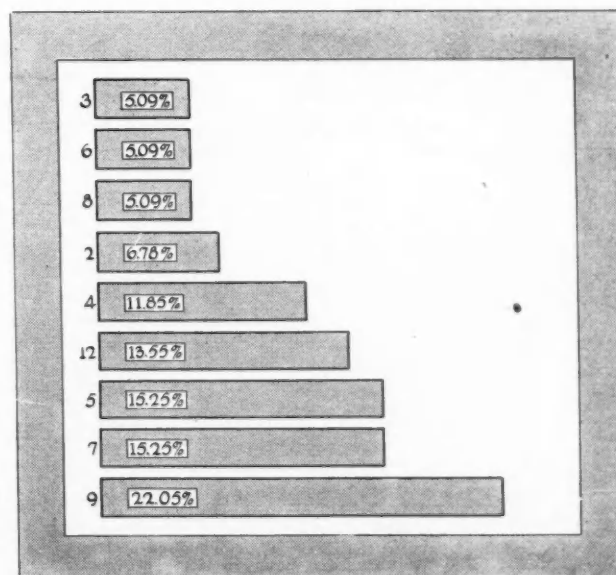
(Based on Airplane Engine Table, Page 380)

Cylinder Arrangement

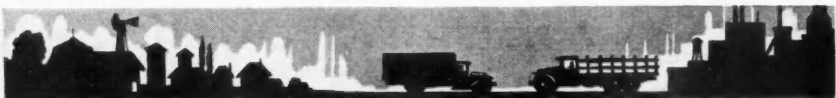


In Per Cent of Models Using Each Type

Number of Cylinders



HIGHWAYS

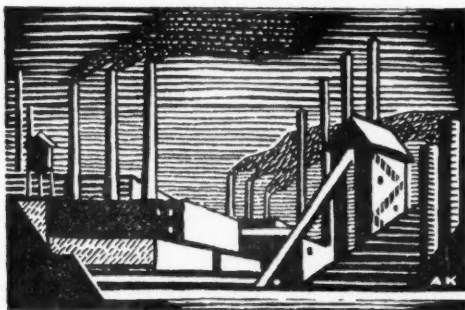


Mileage Statistics—Highways of the World

(Automotive Division, U. S. Department of Commerce)

Continent and Country	Unimproved Earth	Earth Sand Clay, or Gravel Graded and Drained	Macadam	All Other Including "Not Specified"	Total	Continent and Country	Unimproved Earth	Earth Sand Clay, or Gravel Graded and Drained	Macadam	All Other Including "Not Specified"	Total
WORLD TOTALS						ASIA					
America	2,664,794	768,743	118,143	243,476	3,795,156	Afghanistan .....	.....	.....	.....	1,561	1,561
Africa	107,294	118,351	21,606	10,417	257,668	Arabia	1,025	30	.....	.....	1,055
Asia	212,920	82,442	114,469	662,577	1,072,408	British Malaya	2,584	.....	4,562	.....	7,146
Europe	61,702	1,230,735	372,110	788,614	2,453,161	Ceylon	8,601	2,401	4,909	.....	15,911
Australia, New Zealand and Oceania..	121,716	1,583	37,993	219,508	380,800	China .....	.....	33,738	1,072	.....	34,810
Grand Total ..	3,168,426	2,201,854	664,321	1,924,592	7,959,193	Chosen (Korea) .....	.....	10,757	.....	10	10,767
AMERICA						French Indo-China..	5,058	6,460	8,900	.....	20,418
Alaska .....	.....	1,620	.....	.....	1,620	British India and The Punjab	160,243	.....	64,007	1,030	225,280
Argentina .....	.....	41,500	2,000	88,197	131,697	Iraq	4,434	316	50	.....	4,800
Bolivia	822	2,732	30	.....	3,584	Japan .....	.....	.....	.....	659,215	659,215
Brazil	72,312	2,095	963	127	75,497	Macao .....	.....	9	.....	9	18
British Guiana .....	.....	325	.....	.....	325	Netherland East Indies .....	.....	11,100	25,050	25	36,175
British Honduras	13	.....	52	.....	65	Palestine	833	.....	423	.....	1,256
British West Indies..	199	3,534	5,530	132	9,395	Persia	1,864	5,903	186	.....	7,953
Canada	179,391	201,944	4,349	4,376	390,060	Philippine Islands ..	.....	6,278	1,051	525	7,854
Chile	20,045	3,878	358	133	24,414	Siam .....	.....	654	.....	.....	654
Colombia .....	.....	19,014	243	4	19,261	Syria	3,900	.....	1,450	70	5,420
Costa Rica .....	.....	31	45	85	161	Tiawan (Formosa) ..	6,894	2,500	.....	.....	9,394
Cuba .....	.....	51	1,323	616	1,990	Turkey	16,884	2,296	320	.....	19,500
Dominican Republic..	.....	.....	686	.....	686	Alaouites	600	.....	550	18	1,168
Ecuador .....	.....	.....	.....	1,390	1,390	Lebanon .....	.....	.....	1,939	114	2,053
French Guiana	28	.....	.....	.....	28	Total	212,920	82,442	114,469	662,577	1,072,408
French West Indies..	.....	78	505	.....	583	EUROPE					
Guatemala .....	.....	.....	73	1,454	1,527	Aegean Islands .....	.....	.....	.....	626	626
Haiti .....	.....	1,066	.....	6	1,072	Albania .....	.....	1,566	.....	.....	1,566
Honduras	165	.....	196	.....	361	Austria .....	.....	.....	18,140	.....	18,140
Mexico .....	.....	.....	.....	62,137	62,137	Azores .....	.....	410	420	10	840
Netherland West Indies .....	.....	173	.....	.....	173	Belgium .....	.....	.....	2,257	16,637	18,894
Newfoundland .....	.....	610	10	.....	620	Bulgaria .....	.....	.....	9,570	6	9,576
Nicaragua .....	.....	350	.....	.....	350	Czechoslovakia .....	.....	.....	44,009	821	44,830
Panama .....	.....	58	53	568	679	Cyprus .....	.....	2,039	881	.....	2,920
Paraguay	2,648	1,033	3	.....	3,684	Danzig .....	.....	32	217	242	1,112
Peru	6,000	4,805	1,140	631	12,092	Denmark .....	.....	375	3,464	27,864	31,703
Porto Rico .....	.....	.....	449	.....	1,080	Estonia .....	.....	14,016	192	216	14,424
Salvador .....	.....	.....	.....	1,605	1,605	Finland .....	.....	18,956	28	10,353	29,337
United States	2,361,798	481,290	99,426	81,719	3,024,233	France .....	.....	380,173	22,369	2,486	405,028
Uruguay	20,317	1,395	709	66	22,487	Germany .....	.....	130,363	74,564	12,552	217,479
Venezuela	1,056	985	.....	170	2,211	Gibraltar .....	.....	.....	1	14	15
Virgin Islands .....	.....	176	.....	3	179	Greece .....	.....	6,605	.....	75	6,680
Total	2,664,794	768,743	118,143	243,476	3,795,156	Hungary	17,485	5,143	11,555	2,864	37,047
AFRICA						Iceland .....	.....	1,243	.....	.....	1,243
Algeria	11,567	.....	8,860	1,326	21,753	Irish Free State .....	.....	.....	45,722	740	46,462
Anglo-Egyptian Sudan .....	.....	225	.....	.....	225	Italy .....	.....	.....	14,430	99,699	114,129
Angola .....	.....	15,170	.....	.....	15,170	Latvia	18,974	3,152	.....	670	22,796
Belgian Congo .....	.....	8,886	.....	.....	8,886	Lithuania	18,886	7,903	752	2	27,543
British Somaliland .....	.....	834	.....	.....	834	Luxemburg .....	.....	300	2,178	67	2,545
British West Africa..	19,594	.....	503	1	20,098	Malta and Gozo .....	.....	.....	322	6	328
Canary Islands .....	.....	.....	278	.....	278	Monaco .....	.....	.....	.....	.....	4
Cyrenaica	419	818	250	.....	1,487	Netherlands .....	.....	10,563	.....	4,971	15,534
Egypt .....	.....	3,760	205	.....	3,965	Northern Ireland ..	.....	22,924	.....	68	12,992
Eritrea .....	.....	1,539	493	1	2,033	Norway .....	.....	23,297	.....	46	23,343
Ethiopia	1,300	1,100	55	3	2,458	Poland .....	.....	108,288	32,741	11	141,040
French Equatorial Africa .....	.....	10,505	.....	.....	10,505	Portugal .....	.....	.....	13,785	99	13,884
French West Africa..	11,660	3,246	.....	6	14,912	Rumania	5,736	23,770	36,816	31	66,353
Italian Somaliland ..	3,383	1,895	.....	.....	5,278	Russia .....	.....	415,160	15,105	346,447	776,712
Kinaya .....	.....	.....	.....	8,825	8,825	San Marino .....	.....	62	.....	.....	62
Liberia .....	.....	234	.....	.....	234	Spain .....	.....	.....	.....	54,114	54,114
Madagascar .....	.....	1,520	2,185	.....	3,705	Sweden .....	.....	80,842	.....	184	81,026
Maderia .....	.....	100	397	.....	497	Switzerland .....	.....	.....	.....	9,233	9,233
Mauritius .....	.....	.....	634	.....	634	United Kingdom .....	.....	.....	.....	179,286	179,286
Morocco .....	.....	562	3,351	1	3,914	Yugoslavia .....	.....	7,040	17,245	29	24,314
Mozambique (Portuguese East Africa) .....	.....	5,809	.....	.....	5,809	Total	61,702	1,230,735	372,110	788,613	2,453,160
Nyasaland .....	.....	3,679	88	.....	3,767	AUSTRALIA, NEW ZEALAND, AND OCEANIA					
Portuguese Guinea ..	.....	1,740	.....	.....	1,740	Australia	105,539	.....	6,500	217,623	329,662
Seychelles .....	.....	45	.....	.....	45	British Pacific Islands .....	.....	115	35	.....	150
South Africa (Northern and Southern Rhodesia)	435	8,071	.....	.....	8,506	Fiji	104	279	44	.....	427
South Africa, Union of	58,899	25,986	630	33	85,598	French Oceania .....	.....	56	124	.....	180
Spanish Guinea	10	.....	.....	.....	10	Guam .....	.....	66	.....	.....	66
Tanganyika .....	.....	12,262	.....	100	12,362	Hawaii .....	.....	912	661	144	1,717
Tripolitania .....	.....	759	232	34	1,025	New Zealand	16,073	.....	30,629	1,731	48,433
Tunisia .....	.....	3,728	3,389	.....	7,117	Samoa .....	.....	30	.....	.....	30
Uganda .....	.....	6,379	.....	.....	6,379	Western Samoa .....	.....	125	.....	10	135
Zanzibar and Pemba ..	27	.....	124	87	238	Total	121,716	1,583	37,993	219,508	380,800
Total	107,294	118,252	21,724	10,417	258,287						

¹Includes 12,816 miles of asphalt and other bituminous surfaces, of which 9779 are bituminous concrete; 63,838 miles of concrete; 113 miles of stone block; 4470 miles of paving block; 346 miles of asphalt block, and 136 miles of wood block.



NEWS OF THE INDUSTRY

Austin Plans Rental Service

Will Operate Fleets of its Cars for Large Corporations

BUTLER, PA., Feb. 25—Austin-Miles, Inc., proposes to operate fleets of Austin automobiles, under contract with the American Austin Car Co., Inc. The operating company will rent mileage service for light delivery and other uses, charging a fixed mileage rate for maintenance, oil and fuel. The rental, it is understood, will be at the rate of about four cents a mile.

The plan will be tried in Detroit, it was announced, as soon as 500 cars are available.

The manufacturing company will continue to build cars for the trade, however, according to the management.

This plan will be passed upon by a creditor's committee, which was told that there are now about 325 cars available for this mileage rental service.

Plymouth Increases Discount Schedule

DETROIT, Feb. 26—An increase of dealer discounts to a flat rate of 21 per cent has been put into effect by the Plymouth Motor Car Co., according to an announcement made this week. The increase is retroactive upon all cars in dealers' hands, and dealers will receive rebate credit on the new discount basis.

The new discount schedule of Plymouth replaces a former schedule carrying a spread of 17½ to 21 per cent, according to the number of cars accepted by the dealer. This schedule, until recalled, was expected to apply until Nov. 31, 1931.

Sales Drop Indicated

PHILADELPHIA, Feb. 26—Chevrolet ran 20 per cent ahead of Ford in registrations of new passenger cars in the 31 states from which final reports have been received. Total car registrations in this group of states show a loss of 32.5 per cent from January last year which points to a U. S. total for the month of about 121,000, as compared with 180,000 last year.

The News Trailer

By Herbert Hosking

Durant will increase production 50% in March, says Alger * * * Ford has a new town-sedan with sloping windshield . . . listing at \$625 . . . very doggy, with plenty gadgets * * * it's Sir Malcolm Campbell now for the Daytona sandburner . . . he will devote time to touring Aussie and N. Z. for the benefit of the big Buy British bologna-business * * * ex Lt. Al Williams has formed a company to build a speed plane . . . hoping for a drink out of the Schneider Cup * * * Charles P. Steinmetz, late great wizard of Schenectady's General Electric, was president of the first glider club in the U. S. * * * Dick Leavell of the Ah Ah Ah (Harvard pronunciation) staff of timers, has been up at Lake Placid electrically timing the toboggan contests * * * C. L. Cummins will enter a Diesel-engined job in the next "500" at Indianapolis * * * Billy Arnold Plans to Drive . . . the Hartz car * * * Marshal Chang Hsueh-liang of the Manchurian gvt. has bought a Ford trimotor * * * Detroit News has bought an Autogiro * * * Captains Alfredo Paladino and Pedro Castex, members of an Argentine commission to inspect aviation centers of the U. S., were recent visitors at the Glenn L. Martin plant in Baltimore * * * Boston distributors had an unusually elaborate version of their traditional Washington's Birthday Open House * * * St. Louis staged the first aerial fashion show . . . including 1931 models of the Curtiss-Wright line * * * Gasoline prices are being clipped here and there about the land * * * George E. Smith, Reo purchaser, has been elected head of the Lansing Shrine Club * * * the Packard distributor's showroom in Chicago was bombed during a recent Civic Rush . . . police, of course, were unable to solve the mystery of whodidit * * * George A. Downey has been named to succeed H. A. McNally, resigned head of the Graham-Paige Legion * * * Captain Herbert J. Ratcliffe, house manager of the Royal Automobile Club, London, sailed for home on the Bremen * * * Keystone Automobile Club claims Pa. State Highway Patrol is being used to collect bad checks instead of patrolling highways.

Patent Snarl Looms As Connecticut Cites

Ignition Device Maker Claims Ownership of Basic Coverages

MERIDEN, CONN., Feb. 25—With the receipt of a telegram today from C. W. Curtiss, president of the Connecticut Telephone and Electric Corp., *Automotive Industries* confirmed published statements in the Meriden newspapers that the company had written almost every leading motor vehicle producer, alleging infringement of ignition patents held by the Connecticut Company. The companies cited include Delco-Remy and Electric Auto-Lite, and users of ignition products of these companies.

Mr. Curtiss' letter asks that the companies cited cease infringement, and reimburse Connecticut for damages sustained. It also requests that each company cited state its position in the matter.

Asked whether his company intended to start formal suit, and in what court it would take place, Mr. Curtiss replied that his company had no further comment to make for the present.

The Connecticut Telephone and Electric Co. is a subsidiary of the Commercial Instrument Co., of which Vincent Bendix is chairman of the board, and an active stockholder. It is understood, however, that there is no corporate connection between Commercial and the Bendix Aviation Corp., on the board of which Delco-Remy is represented, and C. O. Miniger, president of Electric Auto-Lite, is a member.

Abstracts of the patents involved and to which Connecticut claims sole ownership, are appended. The abstracts were made by P. M. Heldt, engineering editor of *Automotive Industries* staff, and while not guaranteed, are believed to be accurate.

The Connecticut Telephone & Electric Corp. has six patents relating to ignition apparatus, taken out in the names of Ernest C. Wilcox, Burton L. Lawton and John F. Cavanagh. All except one of these patents were issued during the years 1914-1917, while the last one, which bears the title Gas Engine Igniter, does not seem to be primarily of an automotive character

(Continued on next page)

Patent Snarl Looms As Connecticut Cites

(Continued from page 385)

and was issued in 1926. A brief review of the subject of each patent is given in the following:

No. 1,113,850—Igniter Mechanism. Ernest C. Wilcox and Burton L. Lawton. Application filed Jan. 16, 1914; issued October 13, 1914.

This patent appears to cover two points in battery ignition units. In combination with all of the usual parts of such instruments including a case for same there is claimed "an opening in the side of said case laterally of the ends of said contact points to permit a tool to be inserted between said points, and a cover for said opening mounted on said case," while three of the claims cover the construction of the breaker arm, claim 4 containing the following: "...two contact points, one fixed and the other movable, an arm carrying said movable contact point, said arm comprising two spaced plates connected at one end, a pivot mounting for the other end of said arm, an anti-friction bearing between said arms arranged for engagement by said cam to move said movable point."

No. 1,138,522—Electrical Ignition Apparatus. Ernest C. Wilcox. Application filed June 18, 1914. Issued May 15, 1915.

Claim 2 reads: "In an igniter apparatus a rotatable shaft, a housing supported thereon, a cam driven by said shaft, an interrupter unit including interrupter parts arranged outside of said cam, said unit being arranged to be bodily applied to and removable from said housing, means for holding said unit in operative position in said housing, and a terminal carried by said housing and insulated therefrom, and arranged to be electrically connected with one of said interrupter parts, and a distributor element comprising a part carried by said housing and another part detachably carried by said shaft."

Claim 4 covers, in combination with the foregoing, "a condenser element in the form of a unit, said distributor unit being arranged to be carried by said housing and being detachable therefrom, with means for electrically connecting said condenser with said terminal."

No. 1,182,867. Ignition Mechanism. Ernest C. Wilcox. Originally filed June 18, 1914, but divided and this application filed Dec. 4, 1914. Issued May 9, 1916.

This patent carried only one claim which reads as follows: "In an ignition apparatus of the character described, a supporting shaft, a housing revolvably mounted thereon, and supported thereby, interrupter mechanism carried within said housing and protected thereby, a condenser also carried within said housing and protected thereby, a terminal screw entered into one side of said housing and insulated therefrom, an electric connection inside the housing from said terminal screw to one part of said interrupter, and a brush inside the housing connected between the terminal screw and one side of the condenser, said connections being thereby all wholly protected by said housing."

No. 1,204,104—Ignition Mechanism for Internal Combustion Engines. Ernest C. Wilcox and John F. Cavanagh. Application filed Jan. 14, 1916. Issued Nov. 7, 1916.

This patent covers an ignition unit in which the housing itself is stationary and contains a carrier movable relative to it, for changing the timing. Claim 2 reads: "In an ignition mechanism a stationary timer housing, a camshaft projecting thereinto and having a cam arranged therein, a timer element removably mounted in and on said housing and angularly adjustable therein relatively thereto and to said camshaft, and means arranged externally of said timer housing and mounted independently of said timer element for shifting said timer element."

No. 1,217,566—Distributor for Electric Ignition Systems. John F. Cavanagh. Application filed June 14, 1916. Issued Feb. 27, 1917.

This relates to means for ventilating the distributor housing, Claim 1 reading: "A distributor housing comprising housing members in edge-to-edge relation, one of said members having a passage formed in the edge thereof in communication with the interior of the housing." In another claim there is mention of a lip on the upper section which protects the entrance to the ventilating passage.

No. 1,586,135—Ernest C. Wilcox. Application filed Sept. 12, 1923. Issued May 25, 1926.

This patent has only a single claim which reads as follows: "As an article of manufacture a breaker cam for an igniter including a sleeve-like member having cam surfaces thereon intermediate its ends, and having an annular ring-like projection thereon at one end and a portion of reduced cross section at the opposite end."

G.M. and Holdens Plan Combination

Australian Activities of Both to be United

NEW YORK, Feb. 26—General Motors (Australia) Pty., Ltd., and Holdens Motor Body Builders, Ltd., largest car body manufacturer in Australia, have been negotiating for a merger of interests and the organization of a new company to be known as General Motors and Holdens, Ltd., according to Graeme K. Howard, general manager of the General Motors Export Co. Negotiations are now awaiting only the formal approval of the stockholders of Holdens, who will meet March 5.

The new company will combine the activities of General Motors (Australia) with the Holden organization, which manufactures bodies for all American car manufacturers selling in Australia, with the exception of Ford, and for a number of British car makers. Shareholders of Holdens will receive stock in the new company. E. W. Holden, chairman and managing director of the Holden organization, will be chairman of the board of the new company and will direct its body-building activities.

Sir Wallace Bruce, A. G. Rymill, and Sir John Butters of Holdens, and A. N. Lawrence, managing director of General Motors (Australia), will be additional members of the board of the new company. The body plant owned by Holdens, occupying 40 acres, is located at Woodville, Adelaide, South Australia.

Hudson Denies Canadian Plans

DETROIT, Feb. 26—The Hudson Motor Car Co. today denied published reports that it would establish a plant at Windsor, Ont., Canada, as a result of the Canadian tariff ruling, which in effect, increases the cost to dealers of cars imported into Canada.

Gardner Agency Gets 1930 Harvard Award

Aluminum Co. Campaign is Basis for Selection

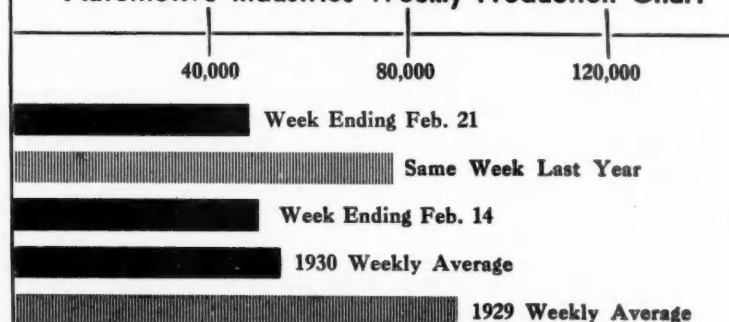
NEW YORK, Feb. 26—For the fourth time in six years, the Harvard University award for "conspicuous excellence in the planning and execution of an advertising campaign" will be awarded to the Gardner Advertising Co., New York. The award was based on an advertising program carried out by the Aluminum Co. of America, Pittsburgh, for which the Gardner Advertising Co. prepared and placed the copy, and developed a comprehensive plan of presentation.

A unique feature of the campaign was the use, for the first time in a regular publication press-run, of aluminum ink in both general circulation and business magazines. Heretofore the use of aluminum ink has been restricted to specially prepared inserts run on a separate press from the bulk of the publication in which it was to appear. The agency points out that the use of aluminum ink to present the story of aluminum, the commodity, in print, is perhaps the only example of a case in which one of the basic metals has been used to advertise itself.

The Alcoa campaign, in its preparation faced certain fundamental difficulties from the outset. The task of the copy placed in all types of magazines was to keep before the consumer the desirability of using aluminum products in all places where lightweight, strength and resistance to corrosion are desirable properties.

The actual presentation of the Harvard Award will be made Friday at Cambridge. Present to receive it will be: H. S. Gardner, president of the Agency; Howard L. Spohn, vice-president; S. K. Colby, vice-president of the Aluminum Co. of America; W. C. White, advertising manager, and C. C. Ponnes, assistant advertising manager. Saturday the agency will be host at a luncheon at the Hotel Commodore, New York, at which Roy H. Hunt, president of the Aluminum Co. of America, will present the congratulations of his company to the agency.

Automotive Industries Weekly Production Chart



Steel Demand Continues Gain

Automotive Inquiries Aid Finishing Mills Position

NEW YORK, Feb. 25—Weekly estimates of the rate at which the steel industry is operating continue to reflect moderate gains. Finishing mills, however, appear to have improved their position more impressively so than primary mills, and this improvement is almost altogether due to the broadened demand of automotive consumers.

Sheet mills have a better backlog of specifications for March operations than they have had in some time. It is not so much unfilled tonnage on books that is reassuring as the increase in the flow of current orders coming in from day to day. A good deal of this business consists of small quantities on which immediate shipment is wanted, but in the aggregate this sort of buying makes up quite a good-sized tonnage.

Announcement that one of the leading "independent" producers of full-finished automobile sheets is extending operations by resuming activities at the company's Michigan plant furnishes the best proof of the general growth in automotive buying. Strip mills also are doing better, although demand for cold-rolled strip is still backward in comparison with other descriptions of finished steel.

Demand for cold-finished steel bars and for automotive alloy steels has made further gains. There is also better inquiry for bolts and nuts. Prices are holding fairly steady all along the line. Chicago district mills report better inquiries from tractor manufacturers. Even the more conservative element in the steel market considers the present rate at which new business is coming in as supporting the current rate of operations.

Fig Iron—Nearly all of the markets report gains in orders from automotive foundries. Blast furnaces are working stock piles lower. The market is steady.

Aluminum—Demand for piston metal has broadened further. According to London reports, German and Swiss aluminum interests have come to a mutually satisfactory agreement with the result that the German market is on a somewhat higher basis.

Copper—Custom smelters were asking 10½¢, delivered Connecticut Valley points, at the beginning of the week. The leading fabricating interest has revised prices on wire and other products upwards to conform with the recent advances in the market. Statistics of world output reflect curtailment of output. Rumor has it that further integration of the copper industry is impending.

Relay Has New Model

LIMA, OHIO, Feb. 25—Model 100-B is the name of a new 5 to 7½-ton chassis just announced by Relay Motors Corp. This new member of the Relay line is equipped with a Buda GF six-cylinder 4¼ x 6-in. engine mounted in unit with a Brown-Lipe plate clutch and a Brown-Lipe four-speed transmission, a Relay axle, hydraulic four-wheel brakes and an 8-in. plate reinforced pressed steel frame.

Willys Sales Increase

TOLEDO, Feb. 24—Advance orders of the Willys-Overland Co. indicate that March sales will be 40 per cent over February which is showing a similar gain over January business, it was announced by L. A. Miller, president, on his return from visiting distributors in the East.

Hug Using Spring Rockers

HIGHLAND, ILL., Feb. 26—An entirely new principle in front spring mounting has just been announced by the Hug Co. and put into production on its Roadbuilder trucks. Known as the Hug front spring rocker, this newly patented device is designed for application to trucks operating over uneven roads. Use of the rocker is claimed to allow the front axle to rock under the frame without twisting or breaking frame rails thereby relieving strain on engine supports or hangers and eliminating twist of cab, etc.

Diamond T Adds 2 Lines

CHICAGO, Feb. 25—Besides improving its entire 1931 line in appearance, Diamond T Motor Car Co. announces introduction of two newcomers to its family, a low-priced 1-ton model, designated as Model 216 and offered at \$695, and a 4-tonner, known as Model 750. Although rated at 1 ton, Model 216 actually carries a maximum gross rating of 8000 lb. It is powered by six-cylinder 3¼ x 4¼-in. Hercules engine, developing torque of 143 ft.-lb. at 800 r.p.m.

LaSalle is Improved

DETROIT, Feb. 24—A number of minor improvements in LaSalle bodies are announced by the Cadillac Motor Car Co. While the company states that the changes are not sufficient to warrant the designation of the cars as new models, these changes do help to improve both internal and external appearance.

William G. McCann

SPRINGFIELD, MASS., Feb. 25—William G. McCann, for 17 years with the Indian Motorcycle Co., much of the time in the capacity of export manager, died Feb. 23 after a short illness. He was a former president of the New England Export Association.

McAleer Reports Profit

DETROIT, Feb. 24—McAleer Mfg. Co. reports net profit last year of \$220,214 after charges and taxes, equal to \$4.40 per share on 50,000 shares of no par, common, against \$63,791 the previous year.

Gets Libby-Owens Account

DETROIT, Feb. 24—Grace & Holli-day, Detroit advertising agency, has been retained to handle the Libby-Owens-Ford advertising account.

Business in Brief

Written by the Guaranty Trust Co., New York, exclusively for Automotive Industries

NEW YORK, Feb. 25—The mild weather in some sections of the country last week hurt business. The large industries for the most part were quiet, with the exception of textiles. However, some industrial centers reported a moderate increase in employment.

GUARANTY INDEX

The business index of the Guaranty Trust Co. for January stood at 63.8, as against 64.1 for the preceding week and 88.0 a year ago.

CAR LOADINGS

Railway freight loadings for the week ended Feb. 7 totaled 719,053 cars, which marks a slight decrease below those a year ago, a decrease of 166,763 cars below those in the corresponding period last year, and a decrease of 236,928 cars below those in the corresponding period in 1929.

INDUSTRIAL ACTIVITY

Industrial activity during January, based on the consumption of electrical energy by manufacturing plants, was 1 per cent above that in the preceding month.

MERCHANDISE EXPORTS

Merchandise exports during January amounted to \$250,000,000, as against \$410,849,000 a year ago, while imports amounted to \$183,000,000, as against \$310,968,000.

COTTON CONSUMPTION

Cotton consumed during January amounted to 503,534 bales, including linters, as against 450,196 bales during December and 638,854 bales during the corresponding period last year.

CRUDE OIL OUTPUT

Average daily crude oil production for the week ended Feb. 14 amounted to 2,127,700 barrels, as against 2,116,500 barrels for the preceding week and 2,652,950 barrels for the corresponding week in 1930.

FISHER'S INDEX

Professor Fisher's index of wholesale commodity prices for the week ended Feb. 21 stood at 75.8 per cent, as against 76.3 per cent the week before and 76.4 per cent two weeks before.

BANK DEBITS

Bank debits to individual accounts outside of New York City during the week ended Feb. 18 were 28 per cent below those a year ago.

STOCK MARKET

The stock market last week showed pronounced strength and a continuation of the preceding week's rising tendency, although trading was on a smaller scale. Most issues showed net gains for the week, although in some cases they were moderate. New highs for this year were made by 439 stocks.

BROKERS' LOANS

Brokers' loans in New York City during the week ended February 18 increased \$23,000,000, making a total increase in the last two weeks of \$56,000,000. The entire expansion in these loans in the last fortnight was accounted for by increases in loans made by reporting member banks for their own account.

RESERVE STATEMENT

The consolidated statement of the Federal Reserve banks for the week ended Feb. 18 showed an increase of \$6,000,000 in holdings of bills bought in the open market, while there were decreases of \$2,000,000 in holdings of discounted bills and of \$10,000,000 in holdings of Government securities. The reserve ratio of Feb. 18 was 84.0 per cent, as against 83.5 per cent a week earlier and 82.9 per cent two weeks earlier.

Men of the Industry and What They Are Doing

Ansley is Promoted

George E. Ansley has been appointed assistant general sales manager of General Motors of Canada, Ltd. Mr. Ansley had his first business experience with the McLaughlin Motor Car Co. He rose from bookkeeper in the Winnipeg, Man., branch to the position of assistant manager, and later managed the Montreal branch of the McLaughlin Motor Car Co. He served as assistant sales manager of the McLaughlin Motor Car Co. at Oshawa headquarters for some time and then became sales head of that division. Since inauguration of the zone system by General Motors, Mr. Ansley has been active in the work of supervising retail outlets.

Brinck Leaves Auburn

H. L. Brinck, sales manager of the Auburn Automobile Co. for the past two years, has resigned.

His plans for the future are not announced except that he will take a vacation. Since 1911 Mr. Brinck has been consistently associated with the motor car industry, serving with Moline, Knight, Midland, Velie, Paige, Mitchell, Stephens, Studebaker, Peerless and Auburn.

Thompson Names Clegg

At a meeting of officials of the Thompson Products, Inc., Cleveland, on Feb. 16, Lee M. Clegg was made vice-president in charge of sales. Mr. Clegg has been with the company for over 12 years and was recently sales manager.

G. V. Sebald was elected at the directors' meeting to succeed him as general sales manager.

White Names Gotshall

A. G. Bean, president of the White Motor Co., Cleveland, has announced the appointment of Nelson S. Gotshall as assistant to the president. Mr. Got-

shall was Eastern sales manager of the Bishop & Babcock Mfg. Co., Cleveland.

Keys Leaves U. S. Rubber

Walter Keys has severed his connection with the United States Rubber Co., with which he has been manager of automotive development in the mechanical rubber division for the past four years. He expects to continue his sales engineering work, and has an office in the Stephenson Building, Detroit.

Pile is Appointed

J. Howard Pile has been appointed editor of Chek-Chart, a compilation of lubrication charts for cars and trucks. He was also at one time technical editor of *Motor World* and other automotive trade publications.

Fokker Returns to U. S.

Anthony H. G. Fokker, airplane designer, builder and consulting engineer of the Aircraft Corp. of America, returned Tuesday on the S. S. Bremen from a trip to Europe during which he visited aeronautical exhibits abroad.

Muncie Elects Harvey

Stockholders of Muncie Gear Co. at the annual meeting Feb. 18 elected H. B. Harvey a director to succeed A. R. Clarke, resigned. Other retiring directors and officers were reelected.

M. E. Forbes Joins Oliver

Myron E. Forbes, former president of Pierce-Arrow Motor Car Co., will become vice-president in charge of finance of the Oliver Farm Equipment Co., it has been announced.

Sundstrand Elects Johnson

A. E. Johnson has been elected a director of Sundstrand Machine Tool Co. to fill a vacancy.

March 5 to holders of record April 1, as follows: Fifty cents on common; \$1.75 on 7 per cent First Preferred and \$1.62½ on 6½ First Preferred; 1/52 of one share of Common Stock per share of Convertible Preference Stock, optional Series of 1929, or cash at the rate of \$1.50 for each share of Convertible Preference Stock.

North American Elects

NEW YORK, Feb. 24—North American Aviation, Inc., has elected Thomas A. Morgan, president of Sperry Gyroscope, Inc., as its president, and C. M. Keys, former president, as chairman of the board.

Alexandre Darracq Dies at Monte Carlo

French Pioneer
Built Famous Cars

PARIS, Feb. 13 (by mail)—Alexandre Darracq, founder of the Darracq Automobile Company, died at Monte Carlo this week, age 75. Born at Bordeaux, the son of an engine driver, young Darracq got his engineering training in locomotive shops and later transferred to the French arsenal near Paris. In 1891 he became a director of the Gladiator Company, manufacturing bicycles and tricycles; he headed the Clement-Gladiator-Humber combine, leaving this in 1897 to establish the Darracq Automobile Company, at Suresnes.

He was a strong believer in racing, and his cars took part in speed contests in both Europe and America. He produced an eight-cylinder racing car with which Lee Guinness broke the world's flying kilometer record on the beach at Ostend.

In 1905 Darracq was reorganized as an English Company, Alexandre Darracq remaining in charge until 1912, when he retired. During the war the English Company was reorganized under French fiscal laws and the title changed to Talbot, the name Darracq being retained only for the English market.

Briggs & Stratton Reports Profit

CHICAGO, Feb. 24—The Briggs & Stratton Corp. for the year ended Dec. 31, 1930, reports a net income of \$882,352, after all charges including Federal taxes, equal to \$2.94 a share on the 300,000 shares outstanding. This compares with \$1,499,018, or \$4.99 a share, in 1929.

"Current operations are at a substantially higher level than in the latter part of 1930," Stephen F. Briggs said in his message to stockholders. "Prospects are for better earnings in the first quarter than in the final quarter last year and the outlook for the year is generally good." Current assets at the end of 1930 aggregated \$2,644,723, including \$2,009,147 cash and marketable securities, against current liabilities of \$283,904, according to the report.

Monighan Reports Assets

CHICAGO, Feb. 24—Current assets of the Monighan Mfg. Co. as of Dec. 31, 1930, totaled \$1,126,456, as against current liabilities of \$220,041, representing a moderate improvement in the current position during the year. Cash at the end of 1930 amounted to \$130,075.

The pamphlet report disclosed no change from the preliminary statement of earnings, which showed a net income of \$724,352, equal to \$6.86 a share on the 40,000 shares of Class A stock outstanding.

Plans Handling Exhibit

NEW YORK, Feb. 24—The first industrial exhibit devoted exclusively to the display of mechanical handling equipment will be held at the Grand Central Palace, New York, Nov. 30-Dec. 5. To be known as the First National Exposition of Mechanical Handling, it will be under the management of the International Exposition Co.

C.I.T. Declares

NEW YORK, Feb. 24—Commercial Investment Trust Corp. has declared regular quarterly dividends, payable

Canada Sanctions Increased Car Levy

It Will Make Vehicles Imported Cost More

OTTAWA, Feb. 24—With the strong support of Premier Bennett, the Dominion Government last week sanctioned an order in council decreasing the maximum discount allowed on American cars imported into Canada to 20 per cent. The prevailing rate, set by a previous order, had been 30 per cent. The new rate is a compromise between it and the rate of 17½ per cent asked by Canadian automobile manufacturers and their dealers and virtually amounts to an embargo upon the importation of American cars.

The new order sets the valuation for tariff purposes of cars imported into Canada at a minimum of 80 per cent of the list price at the factory, and means, in effect, a necessary increase in the sales price of these cars on the Dominion market. All makes of American cars which do not maintain factories in Canada will be affected by the immediacy of the order. Premier Bennett indicated, however, that existing contracts of car importers with American factories will be given consideration.

In opposing adoption of the new rate, F. A. Nancekivell, of the Canadian Automobile Importer's Association, and Reo distributor in Montreal, stated that there were in Canada 1148 dealer importers, with 10,000 employees, who would be seriously restricted.

Estimates of the increased cost of American cars to Canadian importers, under the new rate, vary widely, but agree that the increase will be substantial. One estimate places the increased cost of a car listing at \$600 in the United States, at \$60, and estimates of the tariff loading on a car listing at \$1,000, vary between \$63 and \$77.

Durant Denies Plant Sale

NEW YORK, Feb. 21—A statement was issued from W. C. Durant's office this morning emphatically denying that the Lansing plant has been sold to the Nash Motor Co. It was stated that there was utterly no foundation to this report and, further, that Mr. Durant would not consider any plans for the sale of the plant or properties, or for a merger of any sort.

Kearney Order Chart Rises

MILWAUKEE, Feb. 23—The Kearney & Trecker Corp., manufacturer of milling machines, reports that its gross orders chart has just taken its first upturn in 18 months. The recession of 1920 showed a downward trend on this chart for 18 months, followed by 18 months of climb, E. J. Kearney, secretary-treasurer, said.

Financial Notes

Budd Wheel Co. has declared regular quarterly dividend of 25 cents on common and \$1.75 on preferred, payable March 31 to holders of record March 10.

Bohn Aluminum & Brass Corp. has declared regular quarterly dividend of 37½ cents, payable April 1 to holders of record March 13.

Hudson Motor Car Co. has reduced its quarterly dividend to 25 cents, payable April 1 to holders of record March 11.

Ross Gear Reports Profit

CHICAGO, Feb. 24—Net profit of the Ross Gear & Tool Co. amounts to \$336,461, after all charges, in the year ended Dec. 31, 1930. This is equal to \$2.24 a share on the 150,000 shares of capital stock and compares with \$565,581, or \$3.77 a share, in 1929. The ratio of current assets to current liabilities was 5.47 to 1 at the close of 1930, as compared with a ratio of 3.46 to 1 at the end of the preceding year. Although business from automobile manufacturers fell off last year, the company reports that boat steering gear business increased 300 per cent and export business gained 30 per cent.

Seek Coated Fabric Standard

WASHINGTON, Feb. 25—A recommended commercial standard for cotton goods for rubber and pyroxylin coating is being circulated among the interested industries by the Department of Commerce. The proposed standard is being sponsored by the Association of Cotton Textile Merchants of New York; the Cotton Textile Institute, Inc.; the Association of Pyroxylin-Coated-Fabric Manufacturers, and the Automobile-Fabric Manufacturers Division of the Rubber Manufacturers Association, Inc. The recommendation is to become effective upon announcement of its official acceptance. Copies of the recommended commercial standard may be obtained on request from the Division of Trade Standards of the Department of Commerce.

To Exchange Tool Design Data

NEW YORK, Feb. 24—Teachers of machine design in colleges and technical schools have formed a "clearing house," the purpose of which is to exchange problems in machine design, research data, ideas as to methods of teaching machine design, and other information of mutual interest. Material contributed by the members is sent to the chairman, Prof. Frank L. Eidmann, Columbia University, and mimeographed copies are distributed to the members.

Studebaker Sells Branch

SOUTH BEND, Feb. 25—Studebaker's retail store, which has been operated as a direct factory branch at South Bend, Ind., has been sold to the Scherman-Schaus Motor Co., Studebaker distributors in South Bend.

Marmon Agrees To N.A.C.C. Plan

Will Restrict New Model Announcement to Year's End

INDIANAPOLIS, IND., Feb. 25—Announcement has been made by the Marmon Motor Car Co. that henceforth it will not announce new models except in November and December, as suggested by the National Automobile Chamber of Commerce. This plan, G. M. Williams, president, said, is expected to bring about a great degree of stabilization in the motor industry.

"Marmon is confident that such a step eventually will lead to placing the automobile industry on a sounder and more substantial basis," Mr. Williams said. "Not only will the simultaneous introduction of new models by all companies lead to a more uniform and more stable business to the manufacturer, but it will place the dealer on a firmer footing and be of real benefit to the motorist."

"It seems only a question of time but that the uniform new car announcement will be made by all companies and when this becomes a fact it is certain that manufacturers, dealers and owners will find themselves in a much more advantageous position."

Breaks Midget Record

PARIS, Feb. 17 (by mail)—A speed of more than 100 miles an hour was attained for the first time by an automobile equipped with an engine of 45 cubic inches, when an English M.G. Midget, driven by G. E. T. Eyston, on Montlhery track, near Paris, secured 5 international class records for distances of 5 kilometers, 5 miles, 10 kilometers and 10 miles.

The official times are as follows: 5 kilometers in 1 min. 48 4/5 sec.; 5 miles in 2 min. 55 17/100 sec.; 10 kilometers in 3 min. 38 38/100 sec.; and 10 miles in 5 min. 53 40/100 sec. The average for 10 miles is 102 miles per hour.

Minnesota Trades Elect Swanson

MINNEAPOLIS, MINN., Feb. 24—B. F. Swanson of Anoka has been elected president of the Minnesota Motor Trades Association at the Eleventh Annual Convention. H. E. Warren, St. Paul, is vice-president; L. M. Rocheford, Northern Finance Corp., Minneapolis, treasurer, and Arnon N. Benson of Minneapolis is reelected executive secretary, an office he has held seven years.

Incorporates New Company

CHICAGO, Feb. 24—Automobile Warning Signal Co. has been granted incorporation papers to manufacture warning signals, sirens, etc. Nathan Gerwitz, L. P. Givertz and Charles P. Schwartz are the incorporators, and headquarters is at 1 North LaSalle Street.

January Output Set At 171,903 Units

U. S. Figure Gains Over That of December

WASHINGTON, Feb. 26—Production of motor vehicles in the United States in January of the current year rose to 171,903 units from 155,706 last December, according to the Bureau of the Census.

Canadian production increased to 6496 from 5622. The United States January production consisted of 139,814 passenger cars, increased from 122,748; 31,577 motor trucks, increased from 31,533, and 512 taxicabs, decreased from 1425.

The Canadian production in January was made up of 4552 passenger cars, increased from 4225, and 1944 trucks, increased from 1397.

Publishes Sales Bulletin

WASHINGTON, Feb. 25—"Selling Automobiles in the Noncontiguous Territories of the United States," a pamphlet covering sales conditions and practices in Alaska, Porto Rico, Hawaii, and the Philippine Islands, has just been published by the Bureau of Foreign and Domestic Commerce. The Automotive Division calls attention to the fact that the Bulletin is No. 741 in the Trade Information Series and that it may be obtained from the Superintendent of Documents, Washington, for 10 cents.

Waukesha Schedules Up

WAUKESHA, WIS., Feb. 23—Production at the Waukesha Motor Co. has been stepped up rather briskly under the stimulus of releases and new orders, one of which calls for delivery of 6000 engines to a leading tractor and implement manufacturer. Harry L. Horning, president and chief engineer, who has just returned from a European trip, announces that eight new gasoline engine designs are now ready for the market and three additional lines of Diesel engines will be introduced during this year.

Franklin Increases Schedule

SYRACUSE, Feb. 25—An increase of 15 per cent in production schedules has been announced by President H. H. Franklin of the Franklin Automobile Co. for February, March and April. This increased output has been made necessary to take care of retail orders, it was said.

Glancy Releases Jump

WAUKESHA, WIS., Feb. 23—Glancy Malleable Corp. has found it necessary to start an additional furnace and add 30 to 40 former employees to the payroll because of increasing releases from customers in the automotive and implement industry.

+ + CALENDAR + + OF COMING EVENTS

SHOWS

Quebec, AutomobileFeb. 21-28
Memphis, AutomobileFeb. 23-28
Des Moines, AutomobileFeb. 23-28
Seattle, Wash., Automobile, Feb. 24-Mar. 1
Camden, N. J., Automobile, Feb. 25-March 2
Geneva, AutomobileMarch 6-15
Los Angeles (Transportation) March 15-28
Altoona, Pa., Automobile.....April 15-27
International Garage Exposition, Berlin, GermanyMay 9-Aug. 9

CONVENTIONS

American Chemical Society, Indianapolis, Ind.March 30-April 4
Aeronautical Chamber of Commerce, DetroitApril 11-19
U. S. Chamber of Commerce, Atlantic CityApril 28-May 1
International Chamber of Commerce, Washington, D. C.May 4-9
National Foreign Trade Council, New YorkMay 27-29
Fourth National Oil and Gas Power Meeting, A.S.M.E., Madison, Wis., June 15-18

SALONS

San Francisco, Calif., Palace Hotel, Feb. 21-23

Organizes Consulting Service

MILWAUKEE, Feb. 23—A group of former junior executives of the Federal tire division of the Fisk Rubber Co., at Cudahy, suburb of Milwaukee, has organized Production Service, Inc., with headquarters at 704 East Pleasant Street, Milwaukee, to engage in the field of management engineering. Oscar F. Loeffler, for 18 years in production control work, is president of the new organization. George J. Mead is vice-president; Fred M. Sawin is treasurer, and William M. Diedrich is secretary.

Siebert Asks Receiver

TOLEDO, Feb. 24—The shop of Siebert, Inc., founded nearly 100 years ago as a wagon and carriage shop and in recent years a builder of special motor car bodies, filed a voluntary petition in bankruptcy here today with \$114,520 liabilities and \$16,251 assets. It has two plants here.

National Adds to L. A. Plant

LOS ANGELES, Feb. 24—National Standard Co., Niles, Mich., manufacturers of bead wire for tire casings, have just added 10,000 sq. ft. of floor space costing \$25,000 to their Los Angeles plant.

Asks Uniform Aero Laws

CHICAGO, Feb. 24—Uniform state laws for aeronautical control are asked in a bill introduced in the Illinois Assembly.

January Equipment Business Improves

Shows Increase Over December, M.E.A. Index Shows

NEW YORK, Feb. 23—January business in parts and equipment showed an increase over December, although still falling somewhat behind January of a year ago, according to index figures prepared by the Motor and Equipment Association. Original equipment index for January was 84, as compared with 64 in December and with 135 in January, 1930, indicating a probably higher production schedule for February than was maintained during January.

Service parts and accessories fell somewhat behind January, being 98 and 46 respectively, as compared with 100 and 55 for December and with 137 and 79 for January of last year.

Service equipment showed a marked increase over December with an index of 92 as compared with 75 for December and with 135 in January a year ago.

The resulting grand index was 84 as compared with 69 in December and with 132 in January of last year.

Wholesalers did a smaller volume of business in January than they did in December a year ago, with an index of 83 as compared with 111 in December and with 106 in January, 1930.

Accounts receivable on wholesalers' books were also reduced during the month.

Paris to Have Truck Show

PARIS, Feb. 15 (by mail)—In addition to the passenger car Salon to be held in the Grand Palais from Oct. 1 to 11 inclusive, the French automobile industry will stage a truck show in the same hall from Nov. 28 to Dec. 6. Stationary engines, heavy tools and garage and workshop equipment will be included in with the trucks and buses. Applications for space close March 31. The rules for the 1931 Paris show still discriminate against American manufacturers.

Has Taxi Advertising Device

NEW YORK, Feb. 24—The Adometer Corp. of America has developed an automatic advertising device for installation in taxicabs. This device shows miniature posters in rotation, 20 of these posters being shown in three minutes or eight seconds for each poster. This device will be installed in the Parmelee company's entire fleet of cabs and will also be made available for other cabs.

Whitman Reports Loss

DETROIT, Feb. 24—Whitman & Barnes, Inc., reports net loss for year ended Dec. 30, 1930, amounting to \$184,271 after all charges and taxes, as compared with net profit of \$195,419, or \$2.32 a share, on 84,083 shares in 1929.

Oakite Reduces Prices

NEW YORK, Feb. 24—Oakite Products, Inc., has announced a reduction in price for its various types of service, effective Feb. 16.